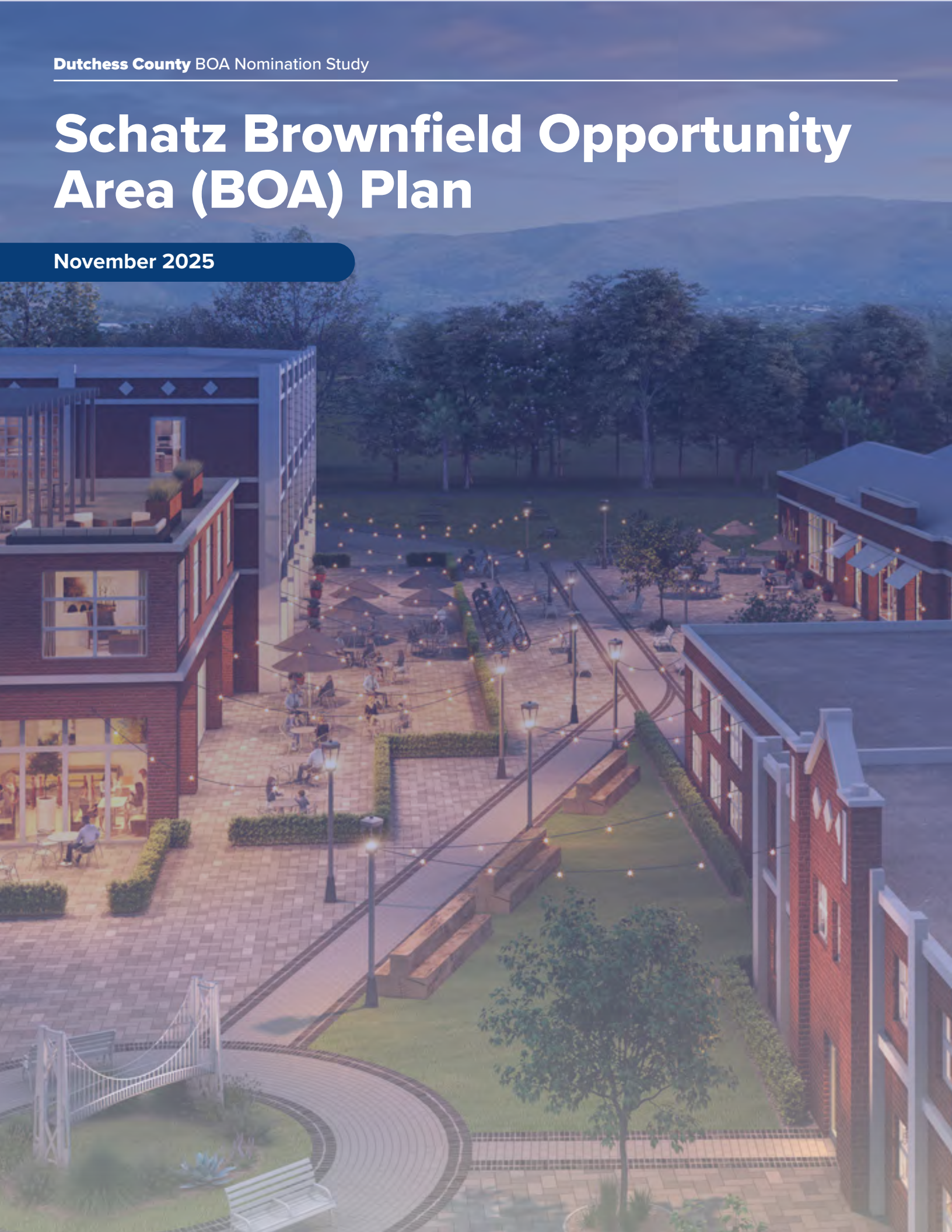
Schatz Brownfield Opportunity Area (BOA) Plan

November 2025



Acknowledgments

Advisory Committee Members

The following individuals generously provided their time and expertise to guide the development of the Schatz BOA Nomination Study.

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Project Team

This plan was prepared for Dutchess County by Colliers Engineering & Design with assistance from Lu Engineers, Camoin Associates, Allieway Marketing, LAndArt Studio, and Ravi Engineering & Land Surveying.

Definition of "Brownfield Site"/Use of "Brownfield(s)" in a BOA Plan

As defined by NYS Environmental Conservation Law Section 27-1405, "a brownfield site" or “site” shall mean any real property where a contaminant is present at levels exceeding the Soil Cleanup Objectives or other health-based standards, criteria, or standards adopted by the New York State Department of Environmental Conservation (DEC) based on the reasonably anticipated uses of the property. For a description of real property excluded from this definition see NYS Environmental Conservation Law Section 27-1405 (Section 27-1405). More generally, brownfields are properties where expansion, redevelopment or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Within a BOA nomination or plan, the term "brownfield site" as defined in Section 27-1405 will be qualified by using "suspected" to include properties where evidence of contamination above threshold levels has not been confirmed. Known or suspected brownfield sites will be referred to as "brownfields" throughout this BOA plan.

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Project Overview

This BOA Nomination Study addresses the 20-acre Schatz site, which has been a persistent problem for the Town and City of Poughkeepsie for decades.

Site History and Current Conditions

The former Schatz site has been beset by numerous challenges since the bankruptcy of Schatz-Federal Bearing in the early 1980s. Two Town of Poughkeepsie properties in the BOA Study Area have been tax delinquent for much of that time, amassing over $23 million in unpaid taxes. Following the company's closure, the abandoned factory buildings have deteriorated significantly, creating multiple community challenges. The site now suffers from structural blight and decay of existing buildings, has experienced multiple fires, and faces ongoing issues with unauthorized occupation. The lack of property maintenance and oversight has been compounded by illegal dumping, effectively transforming the site into an unofficial waste disposal area.

Community Impact

This prolonged disinvestment has created an underutilized eyesore that negatively impacts the surrounding residential neighborhood and broader community. The site's deteriorated condition represents a significant obstacle to neighborhood revitalization and economic development in the area.

County Leadership

Recognizing the critical need for intervention, Dutchess County has stepped in to facilitate the BOA Nomination Study process. Additionally, Dutchess County has been actively seeking control of the property to ensure effective redevelopment can proceed.

The County issued three Requests for Proposals (RFPs) for the purchase and redevelopment of the property. In 2018, on the third attempt, a qualified response was received from a joint venture of Kearney Realty (an affordable housing developer) and the Rural Ulster Preservation Company (RUPCO), a non-profit housing services provider and affordable housing developer. The County negotiated a Purchase and Sale Agreement with this joint venture to have them take title to the property after foreclosure, remediate it and redevelop it into good use, and begin making payments in consideration of taxes owed. RUPCO is providing services and support pro-bono.

In February 2019, the County initiated foreclosure proceedings. The pause on foreclosures during the COVID pandemic delayed acquisition, as have court challenges. Property transfer is hoped for by the end of 2025.

In 2019, Dutchess County was awarded the grant for this BOA in support of the project. Kearney Realty first presented draft zoning language to the Poughkeepsie Town Board in 2023 and has spent 2024/2025 in the environmental review process. After rezoning and the property transfer, they will need to go through site plan approval before redevelopment can begin.

Community Engagement

Being that most areas of the redeveloped site will be open to the public, the County emphasized the importance of community feedback and public input in shaping the vision for this site's revitalization. Key themes that emerged from the community engagement process include the desire for flexible open space and access to the revitalization from the Northside Line. Restaurants and retail were among the most desired commercial uses, and the desire for affordable housing was clearly expressed by community members.



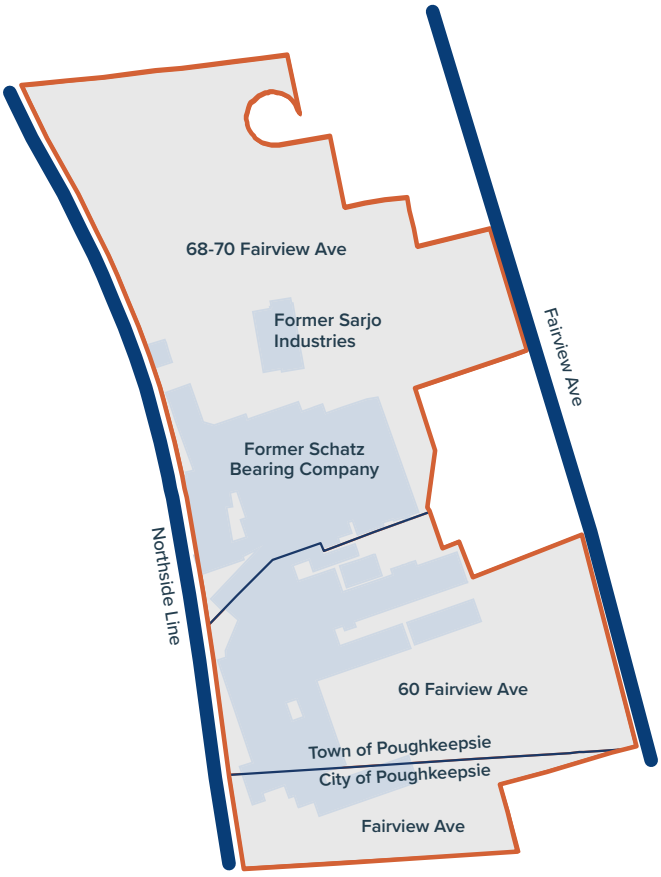
^ Entrance to the BOA Study Area from Fairview Avenue

Study Area Framework

Given that the BOA study area is smaller than a traditional BOA designation, this study examines the site from two perspectives. The first focuses on the 20-acre BOA Study Area, which comprises three individual parcels. The second encompasses a broader neighborhood context area that spans across the Town and City of Poughkeepsie, providing additional context and that will inform the BOA Study Area recommendations. Throughout this plan, section headings clearly indicate which geographic scale is being referenced.

BOA Study Area

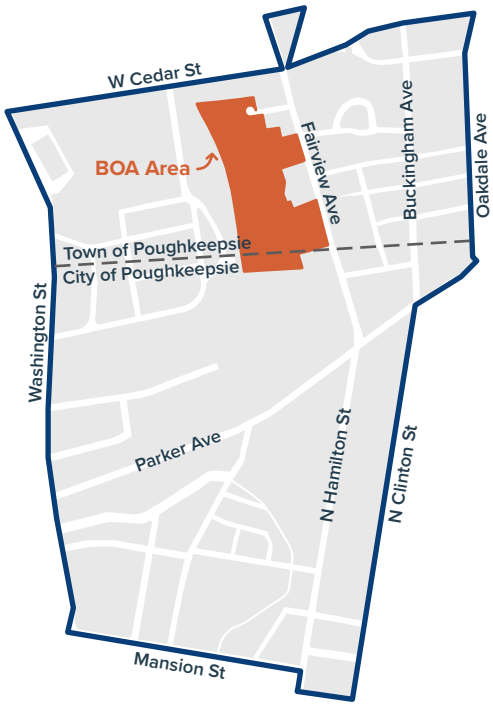
The BOA study area is located on Fairview Avenue in the Town and City of Poughkeepsie. The site is made up of three (3) parcels totaling approximately 20 acres. The two (2) northernmost parcels are located in the Town of Poughkeepsie while the southern parcel is located in the City of Poughkeepsie.



Neighborhood Context Area

Due to the concentrated size of the BOA boundary, a Neighborhood Context Area boundary surrounding the site context boundary has been identified to extend the scope of data collection and analysis. The analysis of the Neighborhood Context Area will inform the needs and opportunities of the BOA Study Area. The extended Neighborhood Context Area encompasses 961 parcels that occupy roughly 330 acres.

Just west of the Schatz BOA Study Area is MidHudson Regional Hospital and the Marist University campus, while the established Fairview neighborhood is directly to the east. The site benefits from access to the Empire State Trail/ Dutchess Rail Trail, providing a connection to the renowned Walkway Over the Hudson and its panoramic river views.



Vision & Goals

The Vision

Transform the vacant, underutilized Schatz site into a vibrant, mixed-use district that pays homage to the site's history while embracing its future. By preserving historic structures and architectural elements, an authentic sense of place will be created that celebrates the site's character. The redevelopment will feature diverse housing options, from affordable apartments to market-rate townhomes and apartment units. Public spaces, walkable paths, and accessible green areas will foster community connections, with the adjacent multi-use trail serving as a natural gateway and active transportation corridor linking the development to the broader community. Commercial development, including local retail, services, and flexible workspaces, will leverage the trail's foot and bicycle traffic to generate economic opportunities that benefit the entire community while creating a dynamic destination where people can live, shop, and connect.



^ Portion of the Schatz BOA Nomination Study Master Plan

Community Goals for the BOA

Goal #1
Preserve the historic character of the Schatz site and complement the surrounding Fairview Neighborhood.

Goal #2
Enhanced community access throughout the redeveloped site.

Goal #3
Ensure a diversity of housing options.

Goal #4
Stimulate economic growth within the community.

Community Participation

Overview

Community engagement is the cornerstone of effective planning. Involving a diverse group of stakeholders like residents, business owners, elected officials, and regional organizations, helps to gain valuable perspectives that shape the Study Area's future. These participants don't just provide input; they become essential partners in implementation, ensuring the plan reflects collective priorities and fostering the shared ownership necessary for long-term success.

Advisory Committee Meetings

At the onset of the planning process, Dutchess County identified an Advisory Committee comprised of community, business and other local representatives. The role of the Committee was to provide input, review project deliverables and guide the planning process. Four (4) Advisory Committee meetings were held over the course of the project.

Community Survey

A survey was developed to help the project team better understand the community's current perception of the Schatz site, their vision for the future of the site, and the types of improvements or changes they would like to see made on the site. The survey was available online on the project website and received 236 responses from July 2024 through February 2025. The full survey summary is available in Appendix B.

Pop-Up Events

Pop-up events occurred at planned community events and in key locations related to the Schatz BOA Study Area. These events provided the opportunity to meet one-on-one with the Project Team and share feedback. Four (4) pop-up events were held over the course of the planning process.

Public Meetings

Two (2) public meetings were conducted throughout the planning process to provide the public opportunities to learn about the goals and objectives of the Schatz BOA Nomination Study.

Stakeholder Meetings

Several stakeholder meetings were conducted throughout the planning process to engage various organizations and individuals connected to the redevelopment of the Schatz BOA Study Area. These meetings provided first-hand knowledge of local challenges and opportunities in and around the site.

Project Website

The project website (www.RevitalizeSchatz.com) served as a central resource where community members and interested parties could learn more about the project. Meeting notifications and summaries were posted on the website for public viewing, and a community survey was available for input. This approach created transparency and provided multiple ways for the community to stay informed and contribute their feedback to the project.



^ Arlington Street Fair Pop-Up Event

Inventory & Analysis

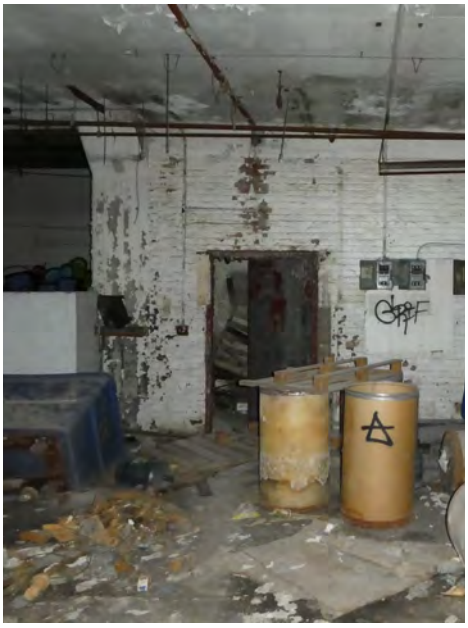
Topic	Key Findings
Population Trends	The neighborhood context area population is 3,410, an increase from 2020 but following a significant decline between 2010-2020. Projections indicate a small population decrease by 2029, mirroring trends across Dutchess County and NYS.
Age Trends	The neighborhood context area has a higher concentration of young adults than the surrounding communities. The median age of the neighborhood context area is 35.5. 52% of the population of this area is between the ages of 20-29.
Race and Ethnicity	The neighborhood context area demographics show a diverse population: 50.7% White, 29.9% Black, 23.3% Hispanic, 11.9% Multiracial, with smaller percentages of other groups.
Education	22% of adults (aged 25+) in the neighborhood context area have high school diplomas, 21% some college, 17% Bachelor's degrees, 11% Master's degrees, 16% GEDs, and 11% less than high school. While nearly half have pursued higher education, about a third have only a high school diploma or less.
Income	The neighborhood context area and City show significantly lower incomes than the Town, County, and State. In 2024, the City's per capita income ($35,576) was $14,000 below the County's ($49,899), with household incomes at $55,960 versus $95,388. However, the City projects higher household income growth (4.35% through 2029) than both County (2.44%) and State (2.85%).
Labor Force	In 2022, Poughkeepsie (City and Town) represented 24% of Dutchess County's workforce with 34,141 jobs. Despite a 2.5% workforce reduction since 2019, the neighborhood context area showed economic resilience with unemployment dropping from 8.4% (2020) to 3.5% (August 2022). The study area's top industry sectors are Health Care and Social Assistance (nearly 20,000).
Housing	Rental rates in the neighborhood context area increased 36% (2012-2022), outpacing wage growth, while affordable housing units maintain low vacancy rates (1.4%).
Existing Land Use	The BOA study area was formerly an industrial use site, before the departure of Schatz-Federal Bearing and more recently Sarjo Industries. M&O Sanitation is the sole active use on the site using 70 Fairview Avenue for storage. The remainder of the site is vacant, presenting an opportunity for redevelopment. The surrounding Neighborhood Context Area is predominantly residential, with residential land uses comprising 41% of the extended area.
Existing Zoning	The BOA study area parcels are currently primarily zoned for light industrial use.
Land Ownership	The entirety of the Schatz BOA study area is privately owned. However, there are publicly owned lands within the extended Neighborhood Context Area.
Parks + Open Space	The BOA study area's redevelopment potential is enhanced by strong connectivity to regional trail networks, with direct access to the Northside Line and County trail network creating valuable recreational and transportation linkages

Topic	Key Findings
Transportation	The BOA study area borders Fairview Avenue with sidewalk access and connects to the regional transportation network via the adjacent Northside Line (part of a planned 2.7-mile greenway) and nearby Dutchess Rail Trail. Four bus stops serve the neighborhood context area, with the closest at MidHudson Regional Hospital (13-minute walk). Comprehensive pedestrian infrastructure throughout the area enhances connectivity and safety.
Natural Resources	Endangered animals are in the vicinity of the BOA study area, but will likely will not impact the development of the study area. Natural resources are limited within the neighborhood context area.
Brownfield & Vacant Sites	All three parcels within the BOA study area are currently considered brownfields. The BOA study area is completely vacant with the exception of M&O Sanitation, a sewer and septic company that uses the site for equipment storage.
Building Inventory	The BOA study area contains 21 interconnected buildings that can be organized into five building clusters: Building A (recently vacated by Sarjo Industries), Building B (North Factory, 99,200 sq ft), Building C (South Factory, 160,000 sq ft, deteriorated), Building D (9,000 sq ft delivery building), and Building E (12,400 sq ft structure slated for demolition). The complex expanded with multiple additions between 1916-1942.
Historic & Archaeologically Significant Areas	All of the buildings within the BOA study area are considered eligible for the State and National Registers. Listing provides opportunities for accessing funding to assist with preservation and adaptive reuse activities. The CRIS System indicates there are not any archaeologically significant areas in the BOA study area or the neighborhood context area.

Existing Conditions



^ Graffiti, overgrowth, and debris on the south side of the North Factory Building



^ Debris and deterioration on the south building

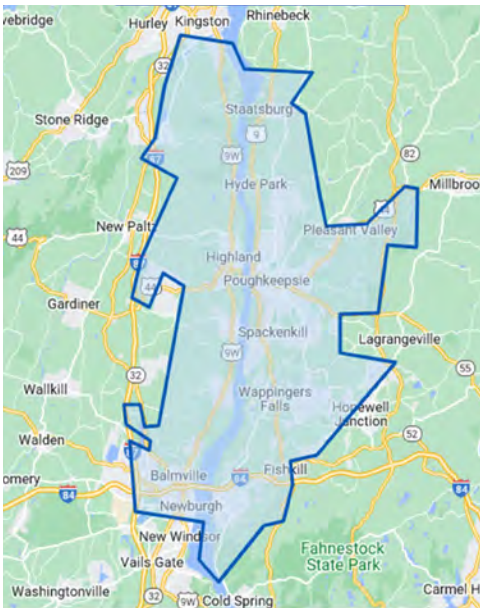


^ Overgrown vegetation, debris, and existing structure condition, facing northeast

Market Analysis

*Schatz BOA Primary Market Area

The Primary Market Area (PMA) is the geographic area “from which a property is expected to draw the majority of its tenants” as defined by the New York State Office of Finance and Development. For the Schatz BOA, the PMA consists of 64 census tracts surrounding the Schatz BOA Study Area.



Source: Camoin Associates

Employment and Commuting Patterns

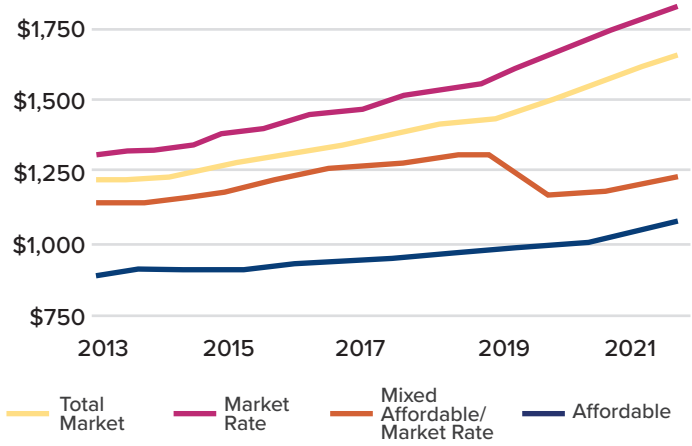
The demographic analysis reveals a critical mismatch between employment centers and housing availability. While the City of Poughkeepsie functions as a significant "net importer" of workers with approximately 34,141 jobs in 2022, more than half (56.4%) of these workers commute from outside the PMA. This pattern is even more pronounced among low-income workers, with about 58% traveling from outside the area.

Housing Market Dynamics

The Schatz BOA Study Area presents significant redevelopment potential in a housing market characterized by strong demand and limited supply. The Primary Market Area (PMA) shows a growing affordability crisis with rental rates increasing by 36% from 2012-2022, substantially outpacing both inflation and wage growth. Despite over 1,900 new rental units being added in the past five years, the overall vacancy rate remains tight at 3.4%, indicating persistent demand pressure.

There is a severe shortage of affordable housing units, which maintain extremely low vacancy rates of just 1.4% compared to 4.2% for market-rate units. This disparity exists across all unit sizes, suggesting strong market support for varied affordable housing options at the Schatz site.

PMA Apartment Rental Rates - 10 Year Growth



Mixed-Use Potential

Beyond housing, market indicators support complementary commercial uses that would enhance the site's viability. When asked about desired businesses, over 75% of community survey respondents selected cafés or restaurants, with entertainment venues and retail shops also rating highly. These preferences align with current market gaps and the site's potential to leverage foot traffic from the adjacent Northside Line.

The redevelopment's historical industrial character presents unique adaptive reuse opportunities. Combined with the site's strategic location between major institutions and residential neighborhoods, the Schatz BOA is well-positioned to create a distinctive mixed-use district that addresses critical housing needs while providing neighborhood-serving amenities in an area with strong demographic and economic fundamentals.

Master Plan Vision

The map below depicts the Master Plan that was visioned for the Schatz BOA Study Area. The full Master Plan Concept with additional details can be found starting on Page 59.



Recommendations

The Recommendations Section encompasses three key areas for the site's redevelopment. The first area emphasizes improving multi-modal connections through enhanced pedestrian and bicycle access linking the site to the Northside Line, while simultaneously upgrading Fairview Avenue infrastructure to better serve both vehicular and pedestrian traffic. This approach includes implementing traffic calming measures along Fairview Avenue and exploring various setback alternatives that provide both aesthetic improvements and natural speed reduction benefits.

The second area focuses on enhancing site amenities by incorporating historic interpretation strategies that honor and celebrate the site's significant historical legacy throughout the redevelopment process. This includes thoughtfully integrating public amenities within designated open spaces and plaza areas, while selecting materials and furnishings that complement and reinforce the site's historic character and contextual significance.

The third area envisions future development opportunities that could emerge if the adjacent AT&T facility parcel on Fairview Avenue becomes available for inclusion in the Schatz site redevelopment. This expanded vision presents four distinct development alternatives that combine various mixed-use spaces, market areas, public plazas, residential units, and community facilities, ultimately enhancing the project's overall scope and maximizing community benefit potential.

Recommendations for the Schatz BOA are outlined on the following pages.

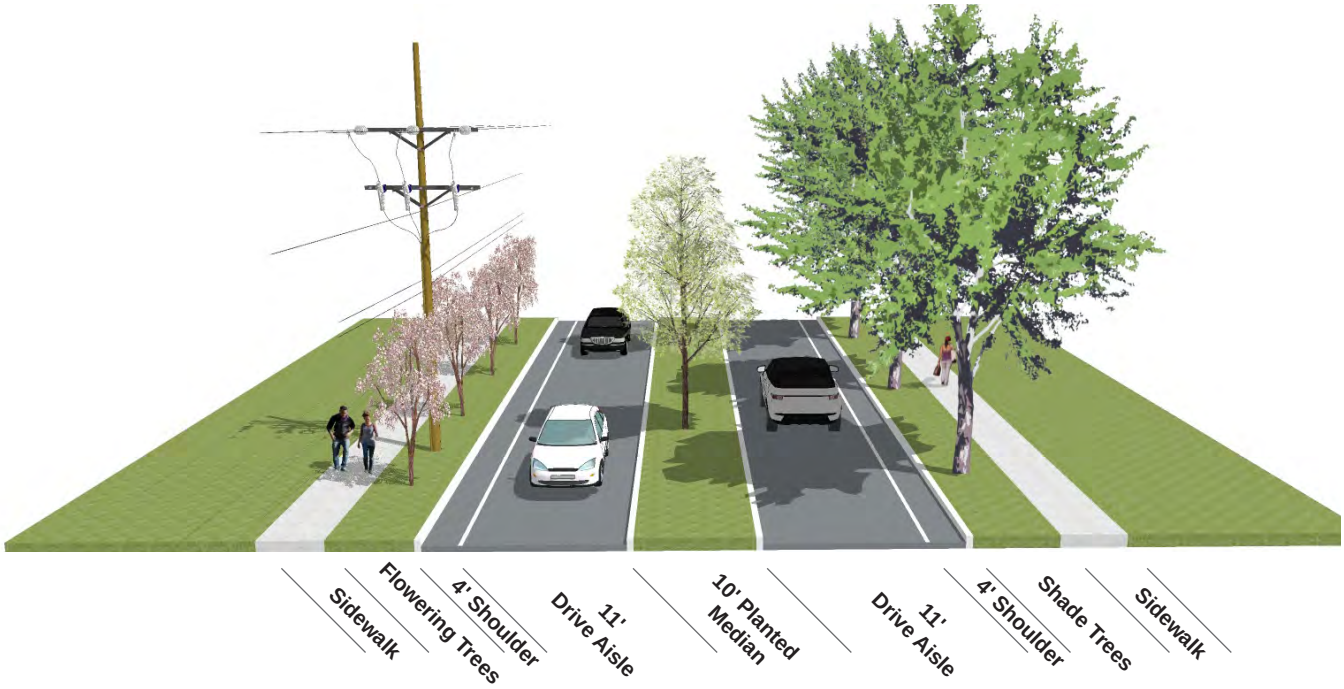
Improving Multi-Modal Connections

Recommendation	Potential Funding
Access from Fairview Avenue This project features northern and southern entrances from Fairview Avenue that provide separate access to the residential areas, recreational amenities, and a commercial plaza. Each entrance is designed with traffic-calming measures to enhance safety, while incorporating aesthetic and environmental elements including gateway signage, pollinator gardens, and strategic lighting to create a welcoming arrival for both residents and visitors.	• Statewide Transportation Improvement Program • Economic Development Fund (EDF)
Access from Northside Line This project proposes two formal access points from the Northside Line multi-use trail to the Schatz BOA Study Area. The northern connection leads directly to a public recreation area and open space. The southern connection provides access to the commercial plaza with amenities including outdoor dining areas, bike share facilities, interpretive signage, and informal seating areas. This connection creates a mutual benefit where the trail serves as an amenity for future residents and the site offers trail users a destination with rest areas and services.	• Green Innovation Grant Program (GIGP) • Economic Development Fund (EDF) • Environmental Protection Fund (EPF)
Fairview Avenue Traffic Calming The Fairview Avenue traffic calming plan for the Schatz BOA Study Area features seven potential interventions: street trees, on-street parking, colored crosswalks, center medians, curb extensions, raised crosswalks, and reduced housing setbacks. These methods help to visually and physically narrow the roadway, enhance pedestrian visibility and safety, and naturally reduce vehicle speeds along this currently high-speed corridor.	• Statewide Transportation Improvement Program • Environmental Protection Fund (EPF)

Conceptual Renderings of Improving Multi-Modal Connections



Conceptual rendering of the northern entrance to the redeveloped Schatz site



Traffic Calming on Fairview Avenue: Conceptual section of a traffic calming alternative on Fairview Avenue that incorporates a 10-foot planted median.

Enhancing Site Amenities

Recommendation	Potential Funding
Interpreting History This recommendation incorporates historical preservation through multiple interpretive elements. These include informative signage, structure preservation, and the creative reuse of salvaged materials. Materials like bricks, steel frameworks, and windows from the original buildings can be reimagined to celebrate the site's historical significance.	• Brownfield Cleanup Program • Restore NY • Green Innovation Grant Program (GIGP)
Public Spaces This project aims to create two interconnected public spaces: a northern open area with recreational amenities like gardens, fitness / sports courts, playgrounds, and walking paths, and a commercial plaza with flexible spaces, outdoor dining, bike facilities, and public art. These areas are linked by a central node with wayfinding and access to the Northside Line, fostering vibrant community gathering spaces.	• Green Innovation Grant Program (GIGP) • HOME Program • Environmental Protection Fund (EPF)
Materials and Furnishings Schatz BOA improvements propose using materials that honor its manufacturing heritage through distinctive paving patterns, strategic seating, bicycle amenities for trail users, decorative lighting inspired by industrial smokestacks, themed public art celebrating ball bearings, custom signage, attractive planters, and functional landscaping.	• Brownfield Cleanup Program • Green Innovation Grant Program (GIGP) • Environmental Protection Fund (EPF)

Examples of Proposed Site Amenity Enhancements



^ **Interpreting History**: Reinvention of On-Site Elements



^ **Public Spaces**: Community garden



^ **Public Spaces**: Outdoor entertainment space



^ **Materials and Furnishings**: Seating compels people to stay longer. (Photo: Landscape Forms)

Imagining Future Opportunities

Recommendation	Potential Funding
AT&T Site Alternatives The Schatz BOA Study Area's future development plans present four conceptual alternatives for the adjacent 2-acre AT&T facility, which currently occupies Fairview Avenue frontage but is expected to remain active for the foreseeable future. • **Alternative 1: Mixed-Use Building & Market Space** - Street-level retail with upper-floor housing, versatile market space, and pedestrian pathway connecting to the commercial plaza. • **Alternative 2: Mixed-Use Buildings & Plaza Space** - Two buildings creating a visual corridor with plaza space for seating and outdoor dining between them. • **Alternative 3: Infill Residential** - Townhouses creating cohesive residential character along Fairview Avenue with angled parking and flexible open space. • **Alternative 4: Community Space** - Extensive flexible open areas centered around a community garden with market space and a single mixed-use building at the southern entrance.	• Economic Development Fund (EDF) • HOME Program • Brownfield Cleanup Program • Low Income Housing Tax Credit (LIHTC)

Conceptual Renderings of Improving Multi-Modal Connections



^ **AT&T Site Alternatives:** Conceptual section of a mixed-use commercial plaza on Fairview Avenue located on the current AT&T facility property.

1 Project Description & Boundary

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BOA Program Overview

What is the BOA Program?

The BOA Program, or Brownfield Opportunity Area, is administered by the New York State Department of State (NYS DOS). This program provides municipalities and community organizations technical and financial assistance of up to 90% of the total eligible project costs, to complete areawide plans with the goal of catalyzing investment and bringing brownfield properties back to active and beneficial uses.

The program aims to assess community redevelopment opportunities presented by concentrated brownfield sites while building a shared vision for strategic site reuse and identifying necessary actions and partnerships for revitalization. This involves coordinating with local, state, and federal agencies, community groups, and private-sector partners to implement solutions that leverage investments for community improvement. When these key sites are remediated and redeveloped, they can increase neighboring property values and the local tax base, reduce public health risks and environmental justice concerns, and spur additional community investment. The community-supported planning process called the BOA plan, enables the community to establish a clear vision to revitalize areas so they become economically and environmentally sustainable.

Recent restructuring of the BOA Program has enhanced its focus on pre-development activities that can create tangible community impact. Following the completion and formal designation of a BOA Plan, communities can apply for funding to support various technical analyses and environmental investigations that advance specific recommendations from their area-wide plans, further supporting the revitalization process. This strategic approach enables communities to leverage initial planning investments into concrete implementation steps, creating a seamless pathway from vision to actual redevelopment. Since its inception, the BOA Program has transformed hundreds of acres of previously underutilized land into vibrant spaces that contribute to local economic growth and improved quality of life.

What is a Brownfield?

As defined by NYS Environmental Conservation Law Section 27-1405, "a brownfield site" or “site” shall mean any real property where a contaminant is present at levels exceeding the Soil Cleanup Objectives or other health-based standards, criteria, or standards adopted by the New York State Department of Environmental Conservation (DEC) based on the reasonably anticipated uses of the property. For a description of real property excluded from this definition see NYS Environmental Conservation Law Section 27-1405 (Section 27-1405). More generally, brownfields are properties where expansion, redevelopment or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Within a BOA nomination or plan, the term "brownfield site" as defined in Section 27-1405 will be qualified by using "suspected" to include properties where evidence of contamination above threshold levels has not been confirmed. Known or suspected brownfield sites will be referred to as "brownfields" throughout this BOA plan.

These sites typically include former industrial facilities, gas stations, or commercial properties where past operations may have caused pollution. While brownfields present environmental challenges, they also offer opportunities for economic revitalization when properly remediated. The contamination may include various hazardous substances requiring specialized cleanup before redevelopment. Many brownfields remain vacant for extended periods due to liability concerns and cleanup costs, but with appropriate programs and partnerships, they can be transformed into valuable community assets.

Phases of the BOA Process

1 Nomination Study

← We are here!

The nomination study provides and in-depth and thorough description and analysis of the study area, including:

- Establishment of a community vision, goals, and strategies for revitalization.
- Analysis of existing conditions
- Inventory of brownfield, abandoned, and vacant strategic sites
- Establishment of partnerships with key stakeholders and initiation of a public participation process

2 BOA Designation

Upon completion of the BOA Nomination Study, communities are encouraged to apply for BOA Designation by the Secretary of State. This designation serves as an official recognition of the completed planning process and demonstrates the state's commitment to supporting the community's revitalization efforts. The designation provides access to additional funding and technical assistance to advance the redevelopment process.

3 Pre-Development Activities

The NYS DOS accepts applications for funding for pre-development activities within a BOA designated by the Secretary of State. Eligible activities include:

- Development and implementation of marketing strategies
- Development of project plans and specifications
- Building conditions studies
- Infrastructure analyses
- Zoning and regulatory updates
- Environmental, housing and economic studies/analyses

4 Phase II Environmental Site Assessment

This is a stand alone phase that can be implemented if a Phase I ESA presents results that warrant a Phase II assessment.

Benefits of the BOA Program



Redevelopment & Investment
Identifies strategies for business attraction and investment



Advocacy
Support from NYS DOS and DEC helps connect the community to resources from other agencies and sources



Predictability
Adds predictability to site clean-up and redevelopment



Priority & Preference
Designated BOA's receive priority and preference from the state's various funding programs



Empowerment
Ensure future plans align with the vision of the community



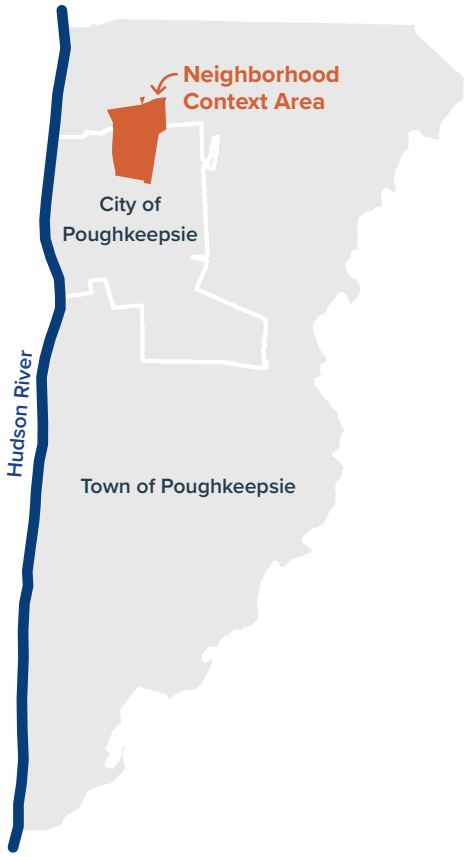
Tax Credits
Development projects may be eligible for bump up in BCP tax credits

Regional Context & Study Area

Connecting Revitalization Efforts

The following graphics illustrate the Schatz BOA study area and its relationship to surrounding context areas that may also be impacted by projects within the BOA properties. By connecting the BOA Study Area to the broader neighborhood, local, and regional context, a network of area-wide improvements emerges that serves as a catalyst for revitalization. These contextual projects include the Walkway Over the Hudson, Poughkeepsie Urban Rail Trail, Hudson Heritage project, and Scenic Hudson's Parker Avenue campus.





Regional Context

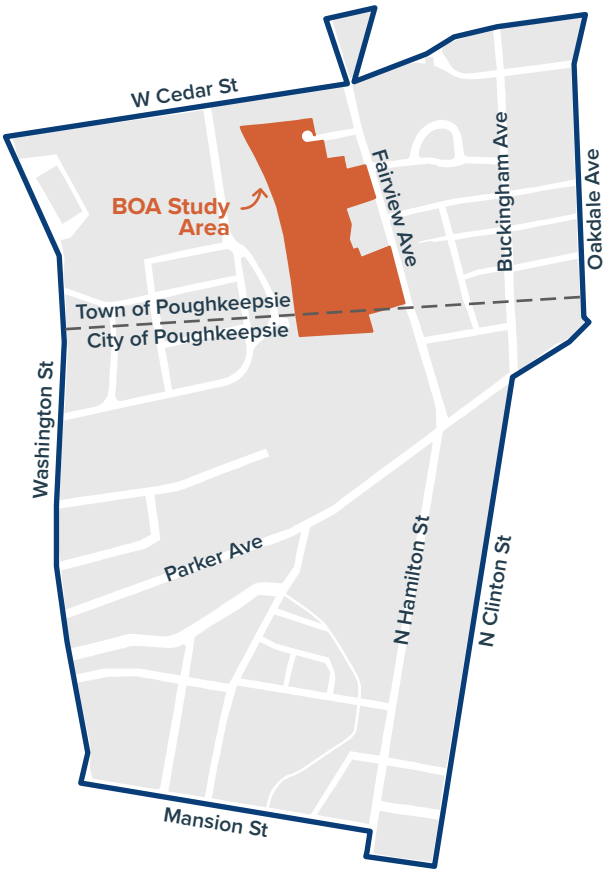
The Schatz BOA study area is located in Dutchess County, New York, a picturesque region nestled in the Mid-Hudson Region of the Hudson Valley. Bordered by the Hudson River to the west and Connecticut to the east, the county offers a diverse landscape of rolling hills, fertile farmlands, and historic communities. Only 80 miles south of Albany, the State Capital, and 84 miles from New York City, the study area is positioned centrally to these two strategic cities, providing a unique vantage point that bridges rural tranquility with urban accessibility.

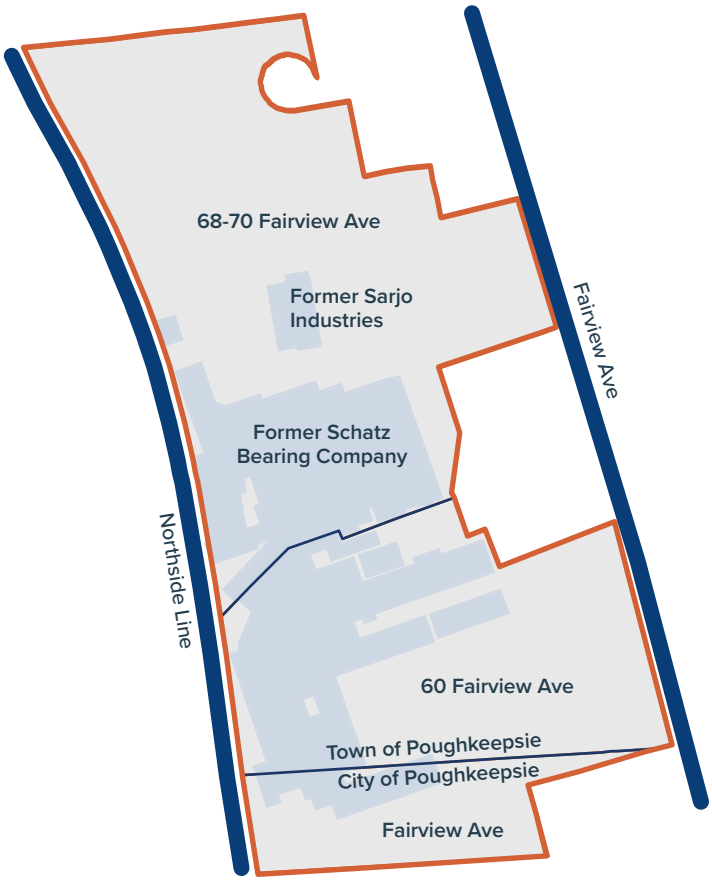
Local Context

The Schatz BOA study area is well positioned within the Town and City of Poughkeepsie, strategically located at the intersection of urban and suburban landscapes. This unique positioning spans both municipal boundaries, allowing the study area to benefit from the diverse characteristics of Poughkeepsie's developed urban core and its surrounding town limits, near the world class destination, Walkway over the Hudson.

Study Area Framework

Given that the BOA study area is smaller than a traditional BOA designation, this study examines the site from two perspectives. The first focuses on the 20-acre BOA Study Area, which comprises three individual parcels. The second encompasses a broader neighborhood context area that spans across the Town and City of Poughkeepsie, providing additional context and that will inform the BOA Study Area recommendations. Throughout this plan, section headings clearly indicate which geographic scale is being referenced.





Neighborhood Context Area

Just west of the Schatz BOA Study Area is MidHudson Regional Hospital and the Marist University campus, while the established Fairview neighborhood is directly to the east. The site benefits from access to the Empire State Trail/Dutchess Rail Trail, providing a connection to the renowned Walkway Over the Hudson and its panoramic river views.

BOA Study Area

The BOA study area is located on Fairview Avenue in the Town and City of Poughkeepsie. The site is made up of three (3) parcels totaling approximately 20 acres. The two (2) northernmost parcels are located in the Town of Poughkeepsie while the southern parcel is located in the City of Poughkeepsie.

Project Overview

This BOA Nomination Study addresses the 20-acre Schatz site, which has been a persistent problem for the Town and City of Poughkeepsie for decades.

Site History and Current Conditions

The former Schatz site has been beset by numerous challenges since the bankruptcy of Schatz-Federal Bearing in the early 1980s. Two Town of Poughkeepsie properties in the BOA Study Area have been tax delinquent for much of that time, amassing over $23 million in unpaid taxes. Following the company's closure, the abandoned factory buildings have deteriorated significantly, creating multiple community challenges. The site now suffers from structural blight and decay of existing buildings, has experienced multiple fires, and faces ongoing issues with unauthorized occupation. The lack of property maintenance and oversight has been compounded by illegal dumping, effectively transforming the site into an unofficial waste disposal area.

Community Impact

This prolonged disinvestment has created an underutilized eyesore that negatively impacts the surrounding residential neighborhood and broader community. The site's deteriorated condition represents a significant obstacle to neighborhood revitalization and economic development in the area.

County Leadership

Recognizing the critical need for intervention, Dutchess County has stepped in to facilitate the BOA Nomination Study process. Additionally, Dutchess County has been actively seeking control of the property to ensure effective redevelopment can proceed.

The County issued three Requests for Proposals (RFPs) for the purchase and redevelopment of the property. In 2018, on the third attempt, a qualified response was received from a joint venture of Kearney Realty (an affordable housing developer) and the Rural Ulster Preservation Company (RUPCO), a non-profit housing services provider and affordable housing developer. The County negotiated a Purchase and Sale Agreement with this joint venture to have them take title to the property after foreclosure, remediate it and redevelop it into good use, and begin making payments in consideration of taxes owed. RUPCO is providing services and support pro-bono.

In February 2019, the County initiated foreclosure proceedings. The pause on foreclosures during the COVID pandemic delayed acquisition, as have court challenges. Property transfer is hoped for by the end of 2025.

In 2019, Dutchess County was awarded the grant for this BOA in support of the project. Kearney Realty first presented draft zoning language to the Poughkeepsie Town Board in 2023 and has spent 2024/2025 in the environmental review process. After rezoning and the property transfer, they will need to go through site plan approval before redevelopment can begin.

Community Engagement

Being that most areas of the redeveloped site will be open to the public, the County emphasized the importance of community feedback and public input in shaping the vision for this site's revitalization. Key themes that emerged from the community engagement process include the desire for flexible open space and access to the revitalization from the Northside Line. Restaurants and retail were among the most desired commercial uses, and the desire for affordable housing was clearly expressed by community members.



^ Entrance to the BOA Study Area from Fairview Avenue



Boundary Description

The Schatz BOA study area is located within both the Town and City of Poughkeepsie at the western edge of Dutchess County, New York. The area is bound by the Northside Line to the west, Fairview Avenue to the east, with private residential parcels to the north and the Schatz Bearing Corporation facility to the south. Two separate entrances from Fairview Avenue provide access to the north and south ends of the study area, separated by an AT&T facility that serves the northeast region of the country.

To the east lies the established Fairview neighborhood with single family homes, while the MidHudson Regional Hospital is located to the west. The newly established Northside Line runs between the hospital and the study area, forming its western boundary. The site is located approximately 1 mile from the Hudson River via direct path, or about 2 miles by car.

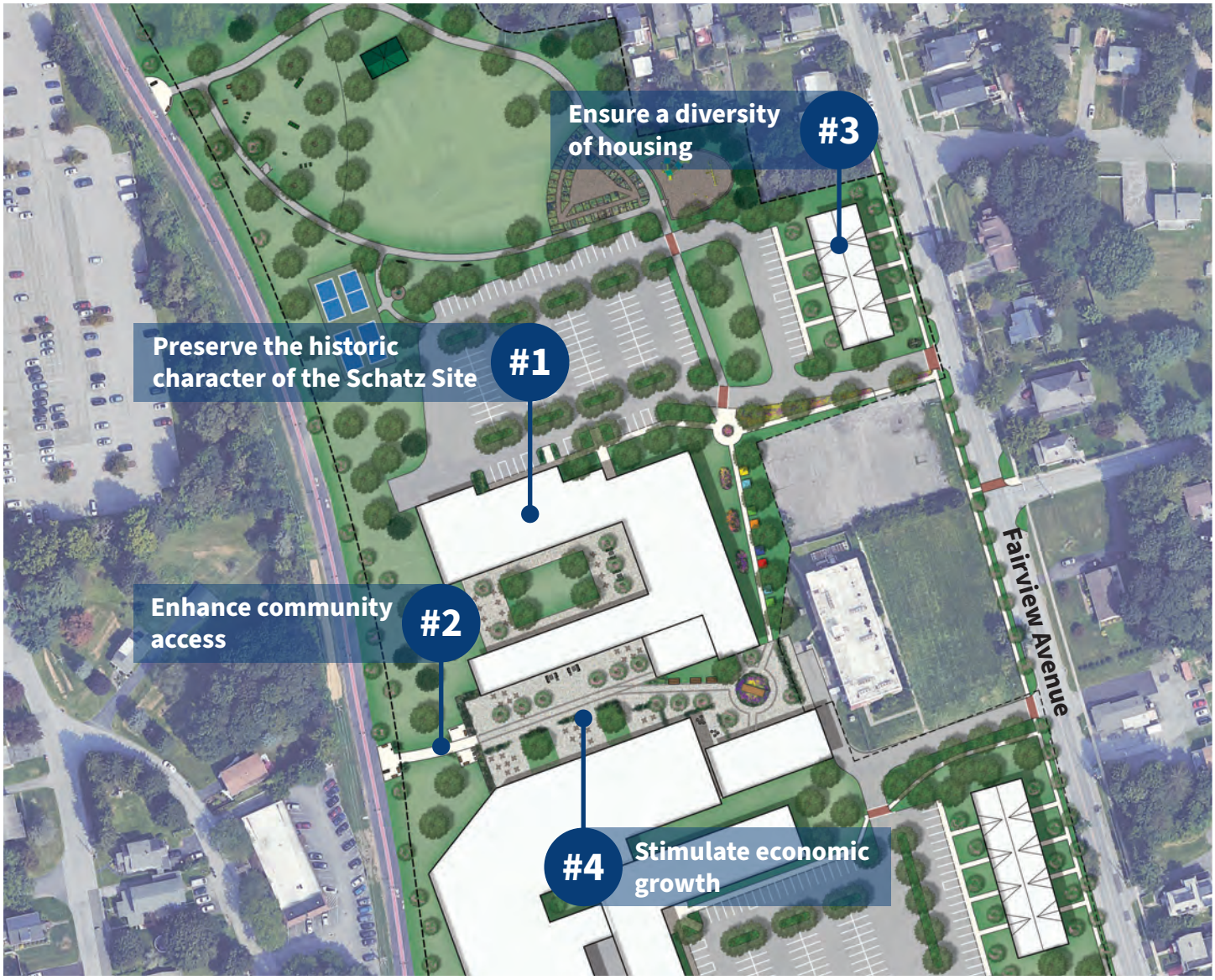
Boundary Justification

In many ways the Schatz BOA Study Area is a typical brownfield. It has a long history of documented contamination, including high levels of PCBs, and contains a million square feet of abandoned, derelict building space across 21 structures. Schatz is unusual among BOAs, however, in its limited acreage. While most BOAs are 50-500 acres and incorporate numerous properties, the three parcels of the 20-acre Schatz site are surrounded by established residential neighborhoods, institutions like MidHudson Regional Hospital, and popular rail trails. This neighborhood context has been key to developing a plan for the Schatz site's future, but because the surrounding area is not a target for broader redevelopment, the study focuses on the three parcels. The site's proximity to neighborhoods and employers increases its impact on the community, providing a strong motivation to correct this dangerous situation. Its location is also cause for optimism. If the substantial environmental challenges can be overcome, the Schatz site is ideally situated to provide affordable housing with easy access to jobs and amenities.

Vision & Goals

The Vision

Transform the vacant, underutilized Schatz site into a vibrant, mixed-use district that pays homage to the site's history while embracing its future. By preserving historic structures and architectural elements, an authentic sense of place will be created that celebrates the site's character. The redevelopment will feature diverse housing options (affordable apartments and market-rate townhome-style apartments). Public spaces, walkable paths, and accessible green areas will foster community connections, with the adjacent multi-use trail serving as a natural gateway and active transportation corridor linking the development to the broader community. Commercial development, including local retail, services, and flexible workspaces, will leverage the trail's foot and bicycle traffic to generate economic opportunities that benefit the entire community while creating a dynamic destination where people can live, shop, and connect.



Community Goals for the BOA

The following goals and objectives provide a comprehensive approach to achieving the community's vision for the future of the BOA.



Goal #1 | Preserve the historic character of the Schatz site and complement the surrounding Fairview Neighborhood.

Objectives:

- Incorporate educational elements that convey the site's history and significance through signage or public art
- Repurpose existing historic buildings for contemporary uses while preserving their defining architectural features
- Maintain a residential feel along Fairview Avenue



Goal #2 | Enhance community access throughout the redeveloped site.

Objectives:

- Establish clear pathways and connections that seamlessly link the site to surrounding transportation networks, adjacent neighborhoods, and public infrastructure
- Place signage, markers, and information displays at primary entry points to orient visitors, communicate available services, and establish site identity
- Incorporate public amenities, recreational facilities, and multipurpose spaces that encourage regular visitation, support diverse activities, and create opportunities for community interaction



Goal #3 | Ensure a diversity of housing options.

Objectives:

- Incorporate housing units with pricing structures accessible to households with lower incomes
- Develop housing options priced at current market values to create an economically sustainable development and appeal to diverse resident demographics
- Offer varied housing types (apartments, townhomes, etc.) to accommodate different household sizes, lifestyles, and preference



Goal #4 | Stimulate economic growth within the community.

Objectives:

- Develop a unique mix of retail, dining, and service offerings that fills market gaps and attracts both residents and visitors
- Cultivate a cohesive brand and sense of place to distinguish the redeveloped site

Community Participation

Overview

Community engagement is the cornerstone of effective planning. Involving a diverse group of stakeholders like residents, business owners, elected officials, and regional organizations, helps to gain valuable perspectives that shape the Study Area's future. These participants don't just provide input; they become essential partners in implementation, ensuring the plan reflects collective priorities and fostering the shared ownership necessary for long-term success.

Advisory Committee Meetings

At the onset of the planning process, Dutchess County identified an Advisory Committee comprised of community, business and other local representatives. The role of the Committee was to provide input, review project deliverables and guide the planning process.

Meeting 1

The first committee meeting was held on November 29, 2022 and set the direction for the project. The Advisory Committee and project team discussed project components, the initial concept plan that was developed prior to the Schatz site receiving BOA funding, anticipated outcomes, and final deliverables.

Meeting 2

This meeting was held on February 28, 2023 to provide an overview of the key findings from the existing conditions analysis, focusing on the existing environmental status and history of the site. The meeting concluded with a discussion on key site opportunities.

Meeting 3

This meeting was held on July 9, 2024 to provide an overview of the key findings from the existing conditions analysis and market analysis. More specifically, an overview of the structural assessment was provided along with a breakdown of housing opportunities. The meeting concluded with a discussion of future public engagement opportunities.

Meeting 4

This meeting was held on February 5, 2025 to review the final area plan, the proposed site amenities, and recommended next steps. The committee provided feedback to refine the master plan and discussed potential traffic calming measures on Fairview Avenue.

Community Survey

A survey was developed to help the project team better understand the community's current perception of the Schatz site, their vision for the future of the site, and the types of improvements or changes they would like to see made on the site. The survey was broken down into two (2) categories:

1. Your Connection to the Schatz Site
2. Your Vision for the Schatz Site

The survey was available online on the project website and received 236 responses from July 2024 through February 2025. Key findings from the survey are described below, and a summary of all the results is available in Appendix B:

- The plurality of survey respondents (29%) live in Dutchess County, but outside of the Town or City of Poughkeepsie.
- Over 50% of the survey respondents either pass by the Schatz BOA Study Area weekly or monthly, with 11% passing by daily.
- When asked what public amenities they would like to see, the top three selections were open space, outdoor dining areas, and pet-friendly areas.
- When asked what types of businesses they would like to see, over 75% of respondents selected cafes or restaurants. The other top choices were entertainment venues and retail shops.
- When asked what types of housing they would like to see offered, over 45% of respondents selected affordable/subsidized housing. Apartment and senior living units were both selected by 35% of respondents.

Pop-Up Events

Pop-up events occurred at planned community events and in key locations related to the Schatz BOA Study Area. These events provided the opportunity to meet one-on-one with the Project Team and share feedback. Four (4) pop-up events were held over the course of the planning process.

Pop-Up 1

The project team set up a table on the Northside Line near the Schatz BOA Study Area on August 6, 2024. This pop-up was intended to interact with people who use the trail and gather their thoughts on the existing site and get feedback on the future vision of the site and improvements they would like to see.

Pop-Up 2

The project team had a booth at the Arlington Street Fair on September 21, 2024. Attendees were invited to review the potential amenities, business, and housing options for the revitalized Schatz BOA Study Area and provide feedback via interactive project boards. Project team members were available to answer questions. Handouts were provided with links to the project website and community survey.

Pop-Up 3

The project team tabled in the MidHudson Regional Hospital cafeteria on October 28, 2024, inviting staff and visitors to evaluate proposed amenities, business opportunities, and housing options for the Schatz BOA Study Area revitalization. Display boards encouraged attendee responses, while team members stood by to answer questions. Informational materials with project website and community survey links were distributed.

Pop-Up 4

The project team set up an information booth in the Dyson Center at Marist University on October 28, 2024 to gather input from staff and students. Participants were encouraged to provide feedback on the proposed amenities, business opportunities, and housing options for the redeveloped Schatz BOA Study Area. The project team was available to answer questions. Links to the project website and community survey were available.





^ Northside Line Pop-Up Event





^ Arlington Street Fair Pop-Up Event

Community Participation (cont.)

Public Meetings

Two (2) public meetings were conducted throughout the planning process to provide the public opportunities to learn about the goals and objectives of the Schatz BOA Nomination Study.

Public Meeting 1

The first formal public workshop of the planning process was held on November 19, 2024 at the Poughkeepsie Town Hall. The project team facilitated a formal presentation followed by an interactive open house-style session. Attendees were invited to review and provide feedback on the potential amenities, business, and housing options for the revitalized Schatz BOA Study Area. Project team members were available to answer questions. Handouts were also provided with links to the project website and community survey. Approximately 15 community members attended the meeting.

Public Meeting 2

The second public meeting, held on November 6, 2025, was part of the County Legislature Meeting. The final draft of the BOA nomination study was posted on the project website for a five-week public comment period, during which 15 comments were submitted.





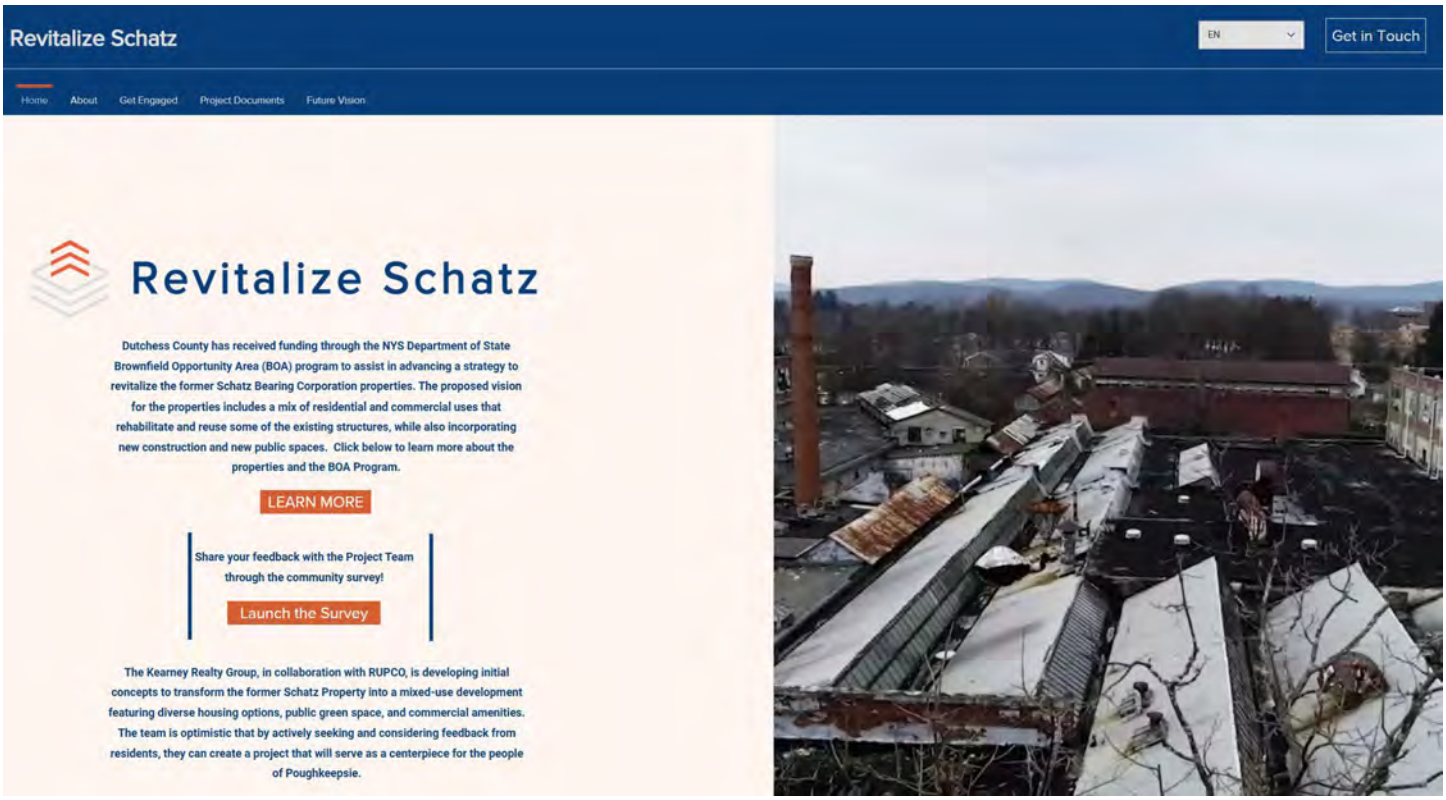




^ Public Meeting 1

Project Website

The project website (www.RevitalizeSchatz.com) served as a central resource where community members and interested parties could learn more about the project. Meeting notifications and summaries were posted on the website for public viewing, and a community survey was available for input. This approach created transparency and provided multiple ways for the community to stay informed and contribute their feedback to the project.



^ Project Website Landing Page

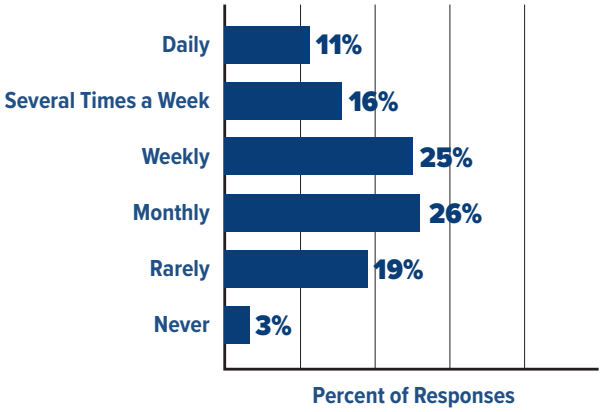
Community Participation (cont.)

What We Heard: Community Survey

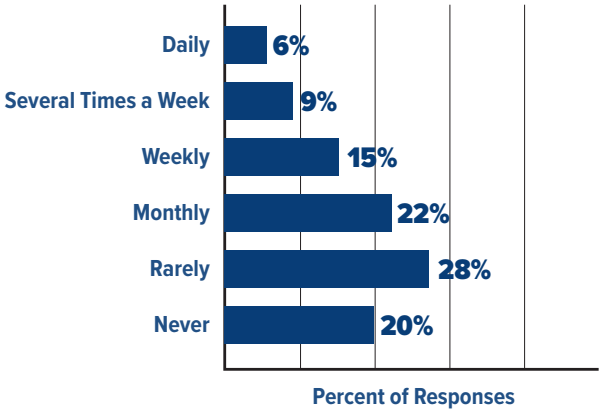
Responses from the community survey are summarized below. See Appendix B for the full community survey summary.

*Several questions allowed respondents to select multiple options. As a result, the percentage of responses exceeds 100%.

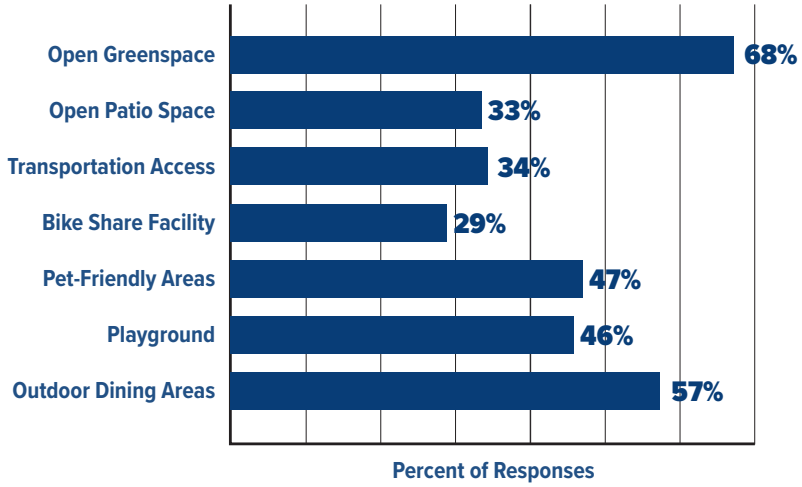
1. How often do you pass the Schatz BOA Study Area?



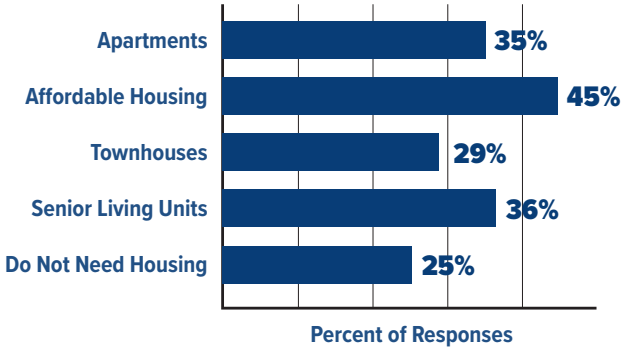
2. How often do you use the Northside Line that passes by the Schatz BOA Study Area?



3. What public amenities would you like to see at the revitalized Schatz BOA site?*



4. What types of housing would you like to see offered in the Schatz BOA Study Area?*



What We Heard: Public Meetings & Events

At public meetings and events, the public was asked to identify their preferences for how the Schatz BOA Study Area is revitalized. The top responses from the pop-up events and public meetings are displayed below.

Open Space Amenities



^ Community Garden



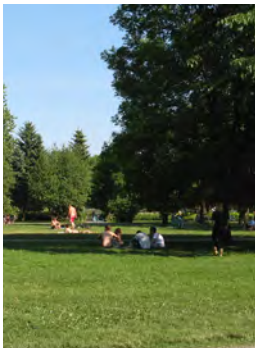
^ Green Infrastructure



^ Sport Court



^ Playground



^ Open Lawn

Plaza Space Amenities



^ Bike Racks/Share



^ Shade Trees



^ Outdoor Seating



^ Flexible Programming Space



^ Public Restrooms

Interpreting History



^ Reinvention of On-Site Elements



^ Historic Structure Preservation



^ Using Salvaged Materials



^ Interpretive Design Elements



^ Statue/Monument

2 Analysis of the Schatz BOA Study Area

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Historic Context

20
Community & Regional Setting

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BOA Study & Neighborhood Context Areas

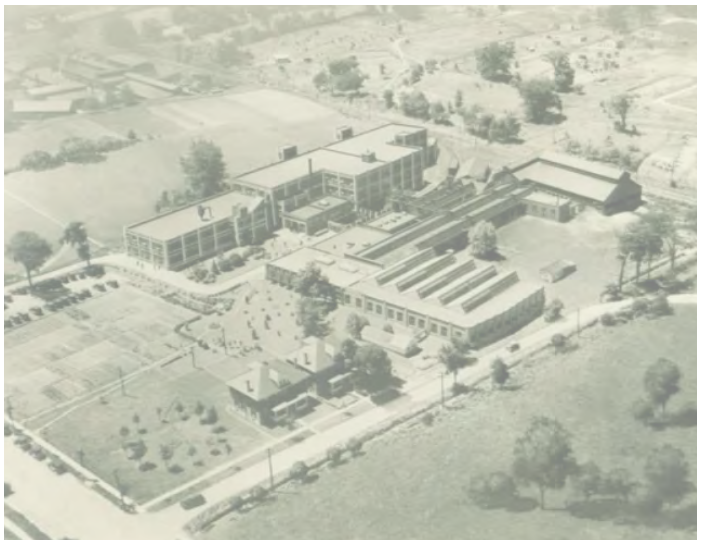
22
Socio-Demographic Characteristics

25
Existing Conditions

51
Housing Analysis

Historic Context

The former Schatz Manufacturing Company site in Poughkeepsie, New York represents over a century of industrial history and transformation in the Hudson Valley. Located at 60 & 68-70 Fairview Avenue, this 19.8-acre property began as a thriving metal parts and ball bearings manufacturing facility in the early 1900s, but following decades of various industrial uses, ownership changes, and eventual decline, it now stands as a complex site with a single active business, M&O Sanitation, and abandoned structures requiring environmental attention.



^**Historic aerial view of the former Schatz Manufacturing Company Site**

Source: Poughkeepsie Public Library District / "Hudson Valley ruins" by Robert J. Yasinac

The site at 60 & 68-70 Fairview Avenue in Poughkeepsie, New York, has a rich industrial history dating back to the early 20th century. The Schatz Manufacturing Company was established there in 1908 to manufacture metal parts, and its subsidiary, Federal Bearings Company, began producing ball bearings for automobiles in 1915. The facility expanded significantly between 1920 and 1950, with peak production occurring from 1942 to 1960. During this period, the manufacturing process involved extensive use of cutting oils and heat-treating oils, with the latter believed to contain PCBs. Former employees reported that unusable cutting oil was disposed of on-site, particularly near the company ball field and along the western fence line by the rail line.

The site's history took a turn in 1980 when Schatz-Federal Bearing filed for bankruptcy and was liquidated in 1981. While Schatz Manufacturing Company continued operations in a different location on-site, the main facility changed hands in 1988 when it was purchased by Lot Six Realty and Hudson Valley Management Associates, Inc. The property then hosted various textile manufacturing and dying companies until the mid-1990s, after which it was converted into rental spaces. However, this transition led to numerous problems, with tenants operating without proper permits and often abandoning chemicals and debris upon eviction.

Today, the approximately 19.8-acre site contains about 21 interconnected buildings in various states of disrepair, with prevalent roof leaks and at least one partial roof collapse. While most of the buildings are vacant and have been subject to squatters and unpermitted activities since 2011, one permitted business currently operates on the site: M&O Sanitation, Inc. (a sewage and septic service company). The property represents a complex industrial legacy spanning over a century, transitioning from a thriving manufacturing facility to its current state with significant environmental and structural challenges.

Community & Regional Setting

The Schatz BOA study area is located along the border of the City and Town of Poughkeepsie, in a previously industrial area transitioning into a dynamic urban neighborhood of homes and businesses anchored by major regional institutions and popular rail-trail recreation. Poughkeepsie is in the Mid-Hudson Region, which encompasses a diverse geographical area stretching from the northern suburbs of New York City to the state capital of Albany. The Mid-Hudson is characterized by historic river towns, agricultural landscapes, emerging economic centers, and natural scenic beauty. The BOA Study Area exemplifies the complex spatial and economic dynamics of the entire region's transformation, with layers of industrial heritage and new development.



^Aerial view of the Poughkeepsie Region

Source: The Works / Jeff Anzevino

The City of Poughkeepsie, the county seat of Dutchess County, is a vibrant urban center with a rich historical legacy dating back to the Dutch colonial era. Established in 1687, the city has long been a significant economic and cultural hub in the Hudson Valley. The Poughkeepsie area showcases a mix of historic architecture and modern development. The urban core has experienced significant economic transitions, moving from a manufacturing-based economy to a more diverse service and educational-oriented economic structure, with healthcare, education, and government services now playing crucial roles.

The Town of Poughkeepsie, surrounding the city, presents a distinctly different character, characterized by suburban residential neighborhoods and a more dispersed land use pattern with multiple small town centers, including the Fairview center north of the BOA Study Area. This area has experienced growth and development in recent decades, blending residential communities with commercial centers and preserving significant green spaces. The town benefits from its proximity to the city while maintaining a more suburban feel, with numerous residential developments, shopping centers, Marist University, and access to major transportation corridors like Route 9 and the New York State Thruway. The interplay between the city and town creates a complex municipal landscape that reflects the broader trends of suburban expansion and urban-suburban integration typical of many Hudson Valley communities.

BOA Study & Neighborhood Context Areas

Key Findings

1. **The BOA study area** consists of three parcels totaling roughly 20 acres.
2. **The BOA study area** is located within both the Town and City of Poughkeepsie.
3. **The Neighborhood Context Area boundary** gathers data from the surrounding neighborhood to supplement the limited information within the BOA boundary.

The BOA Study Area is made up of three adjacent parcels where the former Schatz-Federal Bearing once operated. This site is accessed via Fairview Avenue and positioned next to the new Northside Line, a multi-use connector trail.



Introduction

This report utilizes two distinct boundaries for analysis: the BOA Study Area boundary and the Neighborhood Context Area boundary. The BOA Study Area boundary focuses on the immediate study area, while the Neighborhood Context Area boundary covers a wider area to provide additional context. Most analyses use both the BOA Study Area and the Neighborhood Context Area because the limited size of the BOA study area often does not provide sufficient information. However, for certain topics where the broader context offers no additional relevant information, only the BOA Study Area is used.

BOA Study Area

The nearly 20-acre Schatz BOA study area site is located on Fairview Avenue in the Town and City of Poughkeepsie. The site is made up of three (3) parcels surrounded by established residential neighborhoods, commercial uses, manufacturing, and community services. The Northside Line, a multi-use trail connector, runs the length of the BOA study area. Most buildings in the BOA study area have been vacant for over three decades. With Sarjo Industries being the most recent to vacate the property in late 2024.

Neighborhood Context Area

Due to the concentrated size of the BOA boundary, a Neighborhood Context Area boundary surrounding the site context boundary has been identified to extend the scope of data collection and analysis. The analysis of the Neighborhood Context Area will inform the needs and opportunities of the BOA Study Area. The extended Neighborhood Context Area encompasses 961 parcels that occupy roughly 330 acres.

The Neighborhood Context Area boundary is contained within the following streets:

- Washington Street;
- West Cedar Street;
- Oakdale Avenue;
- North Clinton Street and;
- Mansion Street

Notable attributes within the context area include the MidHudson Regional Hospital, the Dutchess Rail Trail, the Walkway Over the Hudson, and Fairview Park.

Socio-Demographic Characteristics

Key Findings

1. **While the Study Area's** current Neighborhood Context Area population of 3,410 represents a slight increase from 2020, its projected decline through 2029 and significantly younger median age (35.5 vs. county's 42.9) suggests a critical need for strategic investments to retain its predominantly young adult population.

2. **Despite current economic challenges,** the Neighborhood Context Area's projected median household income growth rate of 4.35% through 2029 outpaces both county and state rates, indicating promising economic development potential.

Developing effective revitalization strategies requires an understanding of demographic patterns, including population trends and age distributions at both local and regional levels. The recommendations outlined in this Plan are based on comprehensive socioeconomic analysis and are specifically designed to align with the BOA Study Area's distinct characteristics and community goals. The analysis draws from multiple U.S. Census Bureau sources, including the 2010 Census, 2020 Census, and 2019 American Community Survey (ACS), and data from Esri.

The data is evaluated alongside figures from several comparison areas (referred to as "comparative geographies"): New York State, Dutchess County, and the Town and City of Poughkeepsie, the BOA Study Area, and the Neighborhood Context Area.

Population Trends

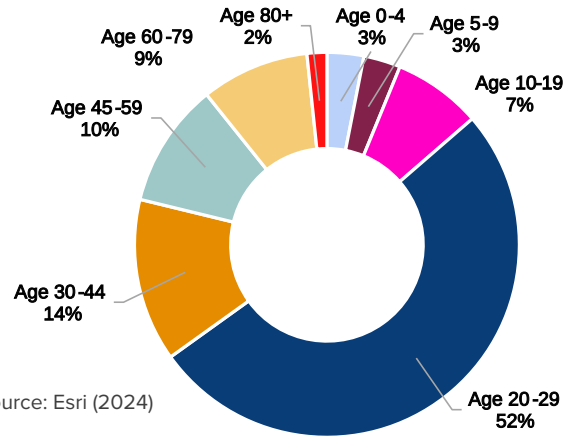
The population of the Neighborhood Context Area has been generally flat. A drop between 2010 and 2020 is attributable to the decline in inmates at the County jail facility after bail reform, and not a change in household population. The population is projected to drop slightly over the next several years suggesting a need for strategic investments to retain and attract residents. Population stability is crucial for maintaining a vibrant, economically sustainable community.

Median Age

The median age of the Neighborhood Context Area is 35.5, which trends younger than the surrounding communities, and is significantly younger than the median age of Dutchess County (42.9). This younger demographic profile is influenced by the presence of Marist University students in the area. 52% of the population of the Neighborhood Context Area is between the ages of 20-29, reflecting the substantial student population. Only 2% of the population is aged 80+.

The Neighborhood Context Areas notably young demographic presents unique opportunities to develop amenities, housing, and services that cater to and retain this younger population.

Age Distribution (2024)



Source: Esri (2024)

Neighborhood Context Area Population Trends (2024)

Year	Population	Population Change
2010	3,581	N/A
2020	3,404	- 177 people
2024	3,410	+ 6 people
2029	3,374	- 36 people

Source: Esri (2024)

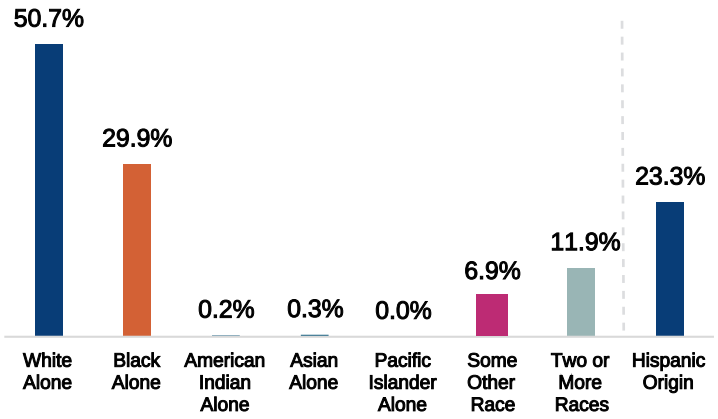
Socio-Demographic Characteristics (cont.)

Race and Ethnicity

The demographic landscape of the Neighborhood Context Area from 2018 to 2022 reveals a complex tapestry of racial and ethnic identities, with individuals identifying as White Alone constituting the majority at 50.7%, followed by Black Alone at 29.9%. Those of Hispanic origin represent 23.3%, while individuals identifying as Two or More Races make up 11.9%. Smaller groups include Some Other Race at 6.9%, Asian Alone at 0.3%, and American Indian Alone at 0.2%.

Notably, with nearly half of the population identifying as non-white, this demographic snapshot underscores the imperative for culturally inclusive community planning and services.

Race and Ethnicity (2018-2022)



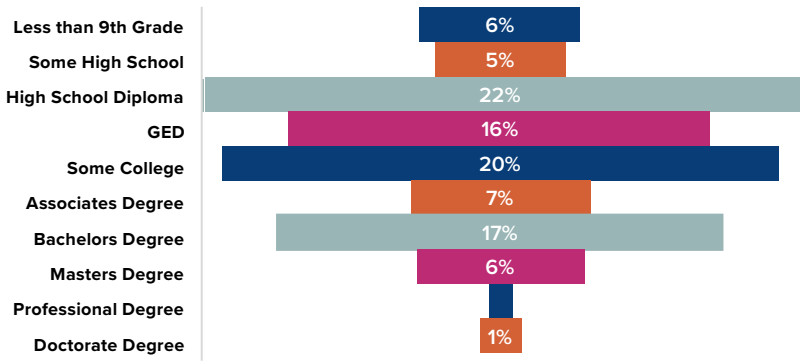
Source: Esri (2024), American Community Survey (2018-2022 Estimates)

Education

The population in the Neighborhood Context Area aged 25 and older shows varying levels of education. High school diplomas lead at 22%, followed by some college at 20%. Bachelor's and Master's degrees total 17% and 6% respectively, while GED recipients comprise 16%. Those with less than a high school education make up 11%.

While nearly half of the population has pursued some form of higher education, there remains a significant portion (33%) with a high school diploma or less, indicating potential opportunities for educational advancement programs in the community.

Educational Attainment for Population 25+ (2018-2022)



Source: Esri (2024), American Community Survey (2018-2022 Estimates)

Income

The income data shows significant economic disparities between different jurisdictions in the Poughkeepsie area. The Neighborhood Context Area area and the City have notably lower income levels compared to the Town, County, and State averages. In 2024, the per capita income in the City ($35,576) was approximately $14,000 less than Dutchess County ($49,899). Similarly, median household incomes show a substantial gap, with the City at $55,960 compared to the County's $95,388. However, the City is projected to have the highest rate of median household income growth at 4.35% through 2029, outpacing both the County (2.44%) and State (2.85%) growth rates.

Per Capita vs. Median Household Income

Per capita income takes the total income of an area and divides it equally among every resident (including children and non-workers), giving you an average per-person figure.

Median household income, on the other hand, looks at what a typical household (which often includes multiple people living together) earns in total, with half of households making more and half making less. This is why median household income figures are usually higher than per capita income, as they often reflect multiple income earners under one roof.

Income	Neighborhood Context Area	Poughkeepsie (City)	Poughkeepsie (Town)	Dutchess County	New York State
2024 Per Capita Income	$28,729	$35,576	$43,344	$49,899	$48,068
2029 Per Capita Income	$34,981	$41,562	$58,388	$58,388	$55,641
2024 Median Household Income	$56,482	$55,960	$92,079	$95,388	$83,109
2029 Median Household Income	$69,894	$63,581	$103,895	$106,631	$95,658
Change in Median Household Income, Projected	4.35%	2.59%	2.44%	2.25%	2.85%

Source: Esri (2024)

Land Use

Key Findings

1. **Total vacancy** covers the BOA study area, presenting a clear opportunity for redevelopment.
2. **Residential land uses** comprise 41% of the extended Neighborhood Context Area surrounding the BOA study area.

Introduction

The municipal assessor determines land use classifications based on land utilization using a system established by The New York State Office of Real Property Services (NYSORPS). Nine (9) categories classify land based on the primary use of each property. Land use differs from zoning in that it represents the current use of a property.

BOA Study Area

The BOA study area was formerly an industrial use site, before the departure of Schatz-Federal Bearing and more recently Sarjo Industries. M&O Sanitation is the sole active use on the site using 70 Fairview Avenue for equipment storage. Otherwise, the entire site is vacant, presenting an opportunity for redevelopment. Directly adjacent to the study area is the Northside Line, categorized as a recreation use. Having a recreation use in such close relation to the BOA study area is a desirable asset with future development considerations having the ability to leverage its adjacency.

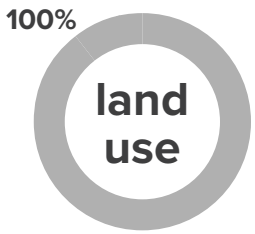
Neighborhood Context Area

The BOA study area is a former industrial site within a largely residential context. This should be a strong consideration when identifying appropriate future uses. Measured by parcel acreage, residential land uses (41%) cover the extended Neighborhood Context Area. The residential parcels are distributed throughout the Neighborhood Context Area with concentrations surrounding the BOA study area. Compact neighborhoods exist on either side of the study area, providing little housing variety, with most housing options being single-family homes.

While recreational uses only cover 3% of the Neighborhood Context Area, the network of trails

BOA Study Area





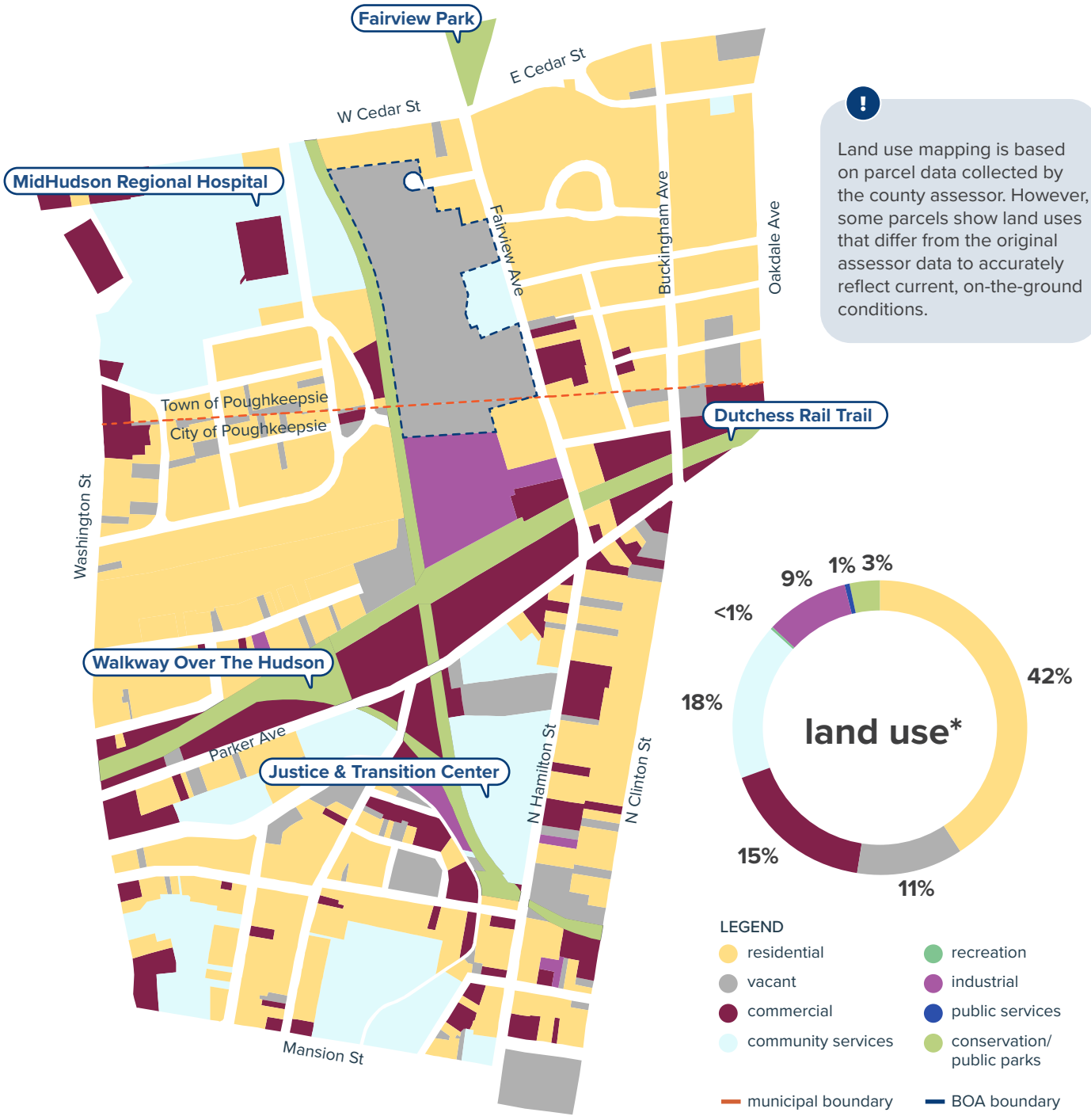
LEGEND
- vacant
- BOA boundary
- municipal boundary

connected to the study area is an asset that offers pedestrian friendly transportation options. Fairview Park, north of the study area, is a five minute walk from the study area and offers a baseball field and playgrounds.

The second most abundant land uses in the extended Neighborhood Context Area includes commercial and community services (17% each). Commercial uses are mostly concentrated along Parker Avenue, with some outlying parcels located within the residential neighborhoods.

MidHudson Regional Hospital, the Dutchess Rail Trail, and the County Sheriff's Office & Justice & Transition Center are the three main contributors to the community services land use in the Neighborhood Context Area. The hospital and study area are separated by the Northside Line.

Neighborhood Context Area



Land Use Considerations

Understanding land use patterns is critical when determining whether a proposed project is compatible with the existing community fabric and strategies to promote growth. The BOA study area is a former industrial site largely surrounded by residential context. This should be considered when identifying appropriate future uses. For example, residential uses would complement the existing context of the site. Commercial uses could provide goods and services to the surrounding neighborhoods.

Zoning

Key Findings

1. **The BOA parcels** are primarily zoned for light industrial use.
2. **The current zoning** does not support the proposed redevelopment of the site and will need to be adjusted to support more residential and commercial uses. Rezoning is being pursued in the Town of Poughkeepsie and will likely impact the BOA zoning shown.

Introduction

The City of Poughkeepsie Zoning Law (2024) is the regulatory framework that guides land use and development in the City, whereas the Town of Poughkeepsie uses its zoning law, last fully updated in 2007. Rezoning is being pursued in the Town of Poughkeepsie specific to the Schatz BOA study area and will likely impact the BOA zoning shown.

BOA Study Area

Light industrial (I-L) uses cover 80% of the BOA, with the other 20% of the area split evenly between single-family residential (R-20) uses at the north end and walkway-gateway district (W-G) uses in the southern City of Poughkeepsie parcel. The light industrial zoning assignment aligns with the former use of the property. Schatz-Federal Bearing operated from this site for 70 years before abandoning the space in 1980.

Neighborhood Context Area

As a whole, residential zoning in both the Town and City of Poughkeepsie account for 50% of the Neighborhood Context Area area. Measured by parcel acreage, single-family residential zoning covers 27% of the Neighborhood Context Area in the Town of Poughkeepsie. The remaining 23% of residential is located in the City of Poughkeepsie and is broken down as:

- **7%** residential neighborhood C (RNC)
- **7%** residential area A (RNA)
- **6%** residential area B (RNB)
- **3%** residential community 5 (RC5)

BOA Study Area



A third of the Neighborhood Context Area (33%) is zoned as the walkway-gateway district, a portion of which is inside the BOA Study Area. This district is exclusive to the City of Poughkeepsie and emphasized the Walkway Over the Husdon as an asset.

Institutional (IN), MidHudson Regional Hospital, covers 7% of the land area within the contextual study area. The remaining zoning districts each encompass 4% or less of the Neighborhood Context Area.

Neighborhood Context Area



The Walkway-Gateway District is a key revitalization area in the City of Poughkeepsie located near the Walkway Over the Hudson. The district aims to promote public waterfront access through a continuous greenway system and create a regionally connected destination. Its goals include encouraging visitor exploration of city neighborhoods through improved pedestrian connections, ultimately increasing land values and spurring economic investment.

Land Ownership

Key Findings

1. **The entirety** of the Schatz BOA study area is privately owned.
2. **Publicly owned lands** in the Neighborhood Context Area study area include the Northside Line, the Walkway Over the Hudson, and Fairview Park.

BOA Study Area

Within the BOA, private land ownership accounts for 100% of the three parcels. Each parcel is owned by a separate, private entity. Dutchess County owns the corridor parcel west of the BOA, where the multi-use Northside Line runs.

Neighborhood Context Area

The majority of the Neighborhood Context Area study area (82%) consists of parcels under private ownership. Dutchess County owns 12% of the land area in the neighborhood study area, including the Northside Line, Dutchess Rail Trail, CSX Utility Corridor, and the Dutchess County Justice & Transition Center.

New York State owns a single 5-acre parcel, or 4% of the overall land area, in the Neighborhood Context Area area. The Walkway Over the Hudson State Historic Park is included within this total. The parcel serves as the parking area and trailhead for the Walkway over the Hudson to the west.

Roughly 2% of the overall context area is owned by either the Town or City of Poughkeepsie. Parcels include parks and open space, as well as Sojourner Truth Elementary.

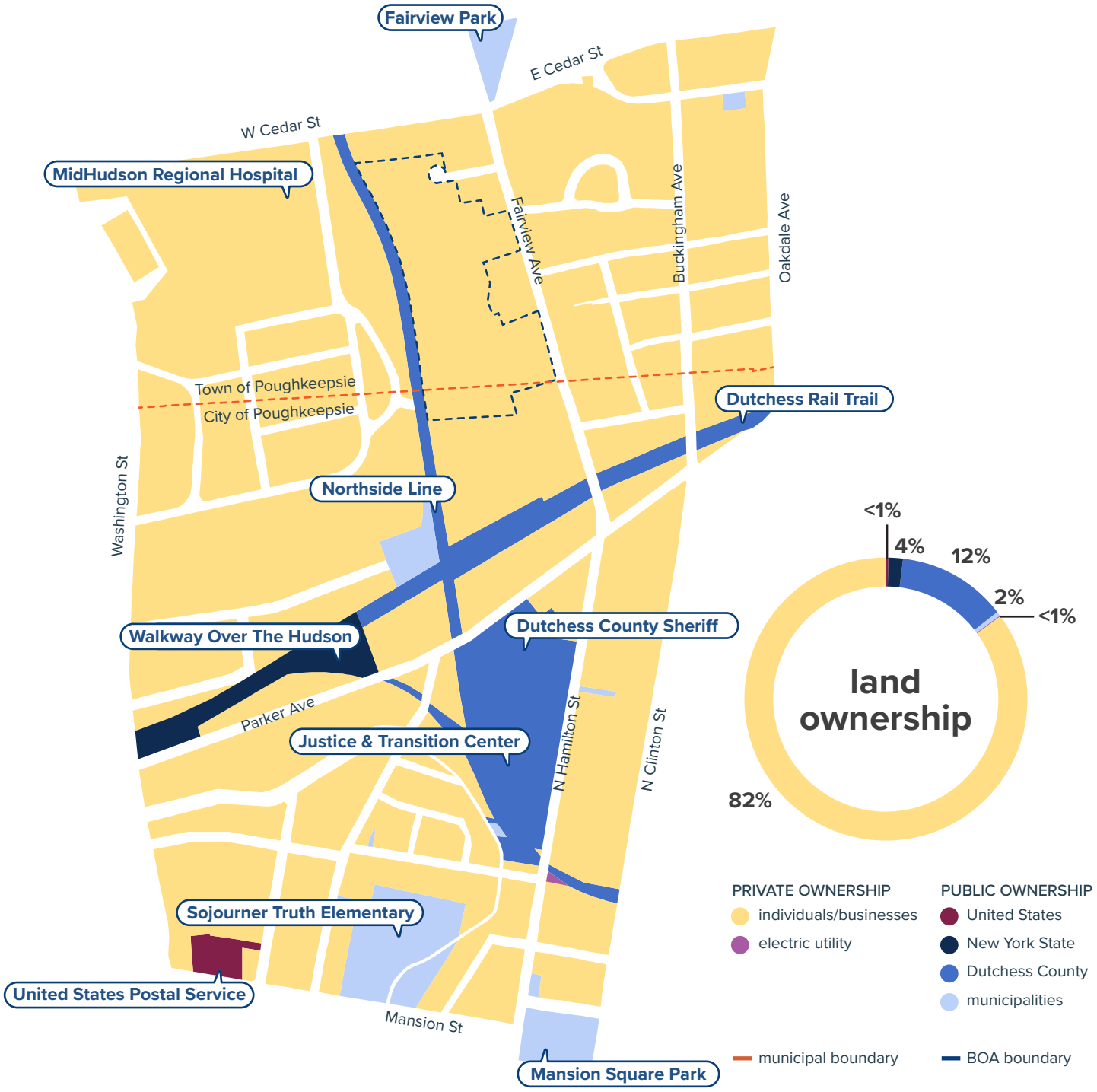
The remaining land area is owned by the United States Government and the electric utility company. Each occupy a single parcel with the United States Postal Service being owned by the United States Government. A single parcel of undeveloped land along the CSX Utility Corridor is privately owned by the electric utility company.

BOA Study Area



LEGEND
- private
- BOA boundary
- municipal boundary

Neighborhood Context Area



Land Ownership

Property ownership influences land use within the BOA and affects public interaction with the community and its assets. Ownership patterns impact the type, location, and potential future development.

Parks & Open Space

Key Findings

1. **Strong connectivity** to regional trail networks enhances the Schatz site's redevelopment potential. The property benefits from direct access to the Northside Line and the County trail network, creating valuable recreational and transportation linkages.

BOA Study Area

Although there are no parks or open spaces within the BOA, Study Area the Northside Line is directly adjacent to the site. Once complete, the Northside Line will span 2.7 miles linking many valuable community assets within the City and Town of Poughkeepsie, such as jobs, schools, hospitals, and parks including:

- Marist University;
- Hudson Heritage;
- Walkway Over the Hudson; and
- College Hill Park.

This greenway and transportation facility will offer convenient access to nature, while expanding transportation options for residents who live, go to school, and/or work nearby. The trail complements other local planning initiatives, such as a future greenway trail along the Fall Kill Creek and an expanded network of complete streets that work for users of all ages and abilities.

Neighborhood Context Area

The Dutchess County Rail Trail is a 13-mile rail trail stretching from the former Hopewell Junction trail depot north to the Poughkeepsie entrance to the Walkway Over the Hudson. This shared trial welcomes cyclists and pedestrians with the trail designated as part of the Empire State Trail.

The Walkway Over the Hudson is the world's longest pedestrian cantilever bridge spanning 1.28 miles connecting Poughkeepsie to the Hamlet of Highland. The proximity of the Dutchess County Rail Trail and the Walkway Over the Hudson to the BOA study area is valuable to the development of the site, offering additional recreation and connectivity opportunities.

Within the extended Neighborhood Context Area, there are nearly two miles of multi-use recreation trails which continue to create greater access and connectivity for residents both in and around the BOA. Additionally, over six acres of public park land falls within the BOA Neighborhood Context Area. Malcolm X Park and Fairview Park feature recreational sports facilities such as basketball courts, tennis courts, a baseball field, and a playground.

Although less than 2% of the land use in the BOA Neighborhood Context Area is designated parks and open space, the recreational resources they provide are assets to the BOA and the local/regional population they serve.



^ Completed segment of the Northside Line adjacent to the BOA Study Area



^ Drone image of the Walkway Over the Hudson *(Source: Hal Bergman)*

Neighborhood Context Area



Parks + Open Space Considerations

To ensure public access to the Schatz BOA redevelopment, an agreement between the private property owner and the Town of Poughkeepsie should be considered to establish clear access rights, maintenance responsibilities, and usage guidelines.

Transportation Systems

Key Findings

1. **The bus network** runs multiple lines within walking distance of the BOA study area.
2. **Community resources**, recreation corridors, and access to public transportation are all within walking distance of the BOA study area.

BOA Study Area

With the limited size of the BOA, there are no transportation systems within the boundary, although future internal linkages will be identified with future site development. However, the eastern edge of the site abuts Fairview Avenue providing both vehicular and pedestrian access to the site. Sidewalks are present on both sides of the road assuring pedestrian safety and neighborhood walkability.

The completed first phase of the Northside Line, over one mile, runs directly west of the BOA. This off-road multi-use pedestrian trail enhances connectivity for local residents and will provide access to future development within the BOA.

Neighborhood Context Area

Once complete, the Northside Line greenway will flow mostly off-road through the Town and City of Poughkeepsie, passing Marist University, MidHudson Regional Hospital, Fox Run at Fulton, the County Justice & Transition Center, and the Walkway Over the Hudson Historic Site. Phases two and three of this trail include connections to the Hudson River waterfront near Marist University and extends further into the city towards College Hill Park.

The Dutchess Rail Trail is a second off-road multi-use path with a portion within the Neighborhood Context Area study area. This trail connects to the Walkway Over the Hudson and extends an additional 13 miles to the southeast concluding at the former Hopewell Junction depot, where it connects to the Maybrook Rail Trail, continuing south towards New York City. The closest access to this trail network from the BOA is south 0.35 miles on the Northside Line, a roughly seven minute walk.

BOA Study Area



The City of Poughkeepsie bus network travels through and around the Neighborhood Context Area study area. Within this boundary are four bus stops. Two bus stops are located on either corner of Mansion Square Park, a third on Washington Street in front of the McCabe and Mack building, and the final sits outside of the MidHudson Regional Hospital. The hospital bus stop is closest to the BOA at slightly under a quarter-mile away. This equates to a roughly five minute walk using the Northside Line.

Pedestrian infrastructure in the Neighborhood Context Area is thorough and provides connections from the BOA to destinations such as the hospital, parks, and nearly neighborhoods. A spanning sidewalk network contributes to a greater sense of community, pedestrian safety, and connectivity to community resources.

Neighborhood Context Area



^ Completed segment of the Northside Line

Transportation Considerations

Transportation networks and systems are essential components of a thriving community, as they affect how residents and visitors move throughout an area. It is important to consider proximity to transportation infrastructure when planning future development.

Natural Resources

Key Findings

1. **Endangered animals** are in the vicinity of the BOA, but will likely will not impact the development of the study area.
2. **Natural resources** are limited within the Neighborhood Context Area.

Introduction

The identification of a community's natural resources will allow it to grow in a way that balances the need for environmental protection with planned and ongoing development. Natural and environmental features may dictate the ways in which future development can occur (e.g. proximity to a floodplain and presence of steep slopes). Planning in consideration of these features is important for preserving and protecting them.

BOA Study Area

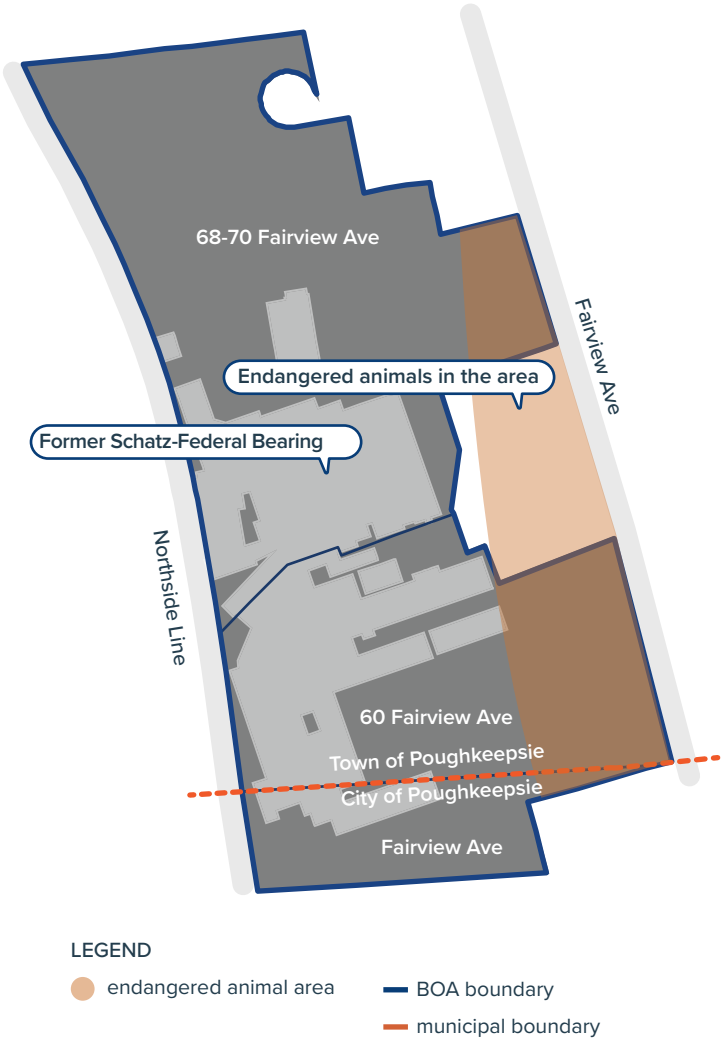
The NYS Department of Environmental Conservation (NYS DEC) reports that areas of the BOA along Fairview Avenue are within the vicinity of the threatened Blanding's Turtle. A permit may be required if NYS DEC determines future development to be harmful to the species or its habitat.

Neighborhood Context Area

Outside of the BOA Study Area the NYS DEC has flagged a second area by the MidHudson Regional Hospital which is in the vicinity of an endangered natural community in addition to endangered and federally listed animals.

Nearly a half mile west of the study area, the Husdon River is identified as endangered natural community. This tidal river is home to uncommon community types that need to be protected. The Atlantic Sturgeon, federally listed, and the Shortnose Sturgeon, endangered, are present in the Hudson River. Development within the vicinity of these communities could cause harm and measures should be taken to ensure these species are not impacted. Because the vicinity of these communities does not fall within the BOA, development is not expected to impact them.

BOA Study Area



The Fall Kill stream flows though the Neighborhood Context Area of the study area. The NYS DEC classifies the stream as "Class C," meaning it is suitable for fishing. The Fall Kill's source is in the Town of Hyde Park, and flows southward through the Town and City of Poughkeepsie before emptying into the Hudson River.

The National Wetland Inventory mapped a freshwater forested / shrub wetland southwest of the BOA. Measuring at less than one acre in size, this wetland will not be impacted by the development associated with the BOA and therefore does not require permitting or approval from the NYS DEC.

While the FEMA floodway (Zone A) from Fall Kill stream does not extend to the BOA Study Area, it does cover a portion of the Neighborhood Context Area.

Neighborhood Context Area



^ Fall Kill stream along Brookside Ave (Source: Pierce Johnson)

Natural Resources Considerations

Identifying a community's natural resources allows it to grow in a way that balances the need for environmental protection with planned and ongoing economic development.

Topography

Key Findings

1 **Extreme elevation differences** at both the south end of the site and along the Northside Line create accessibility challenges that will require modification to establish a fully accessible site.

Introduction

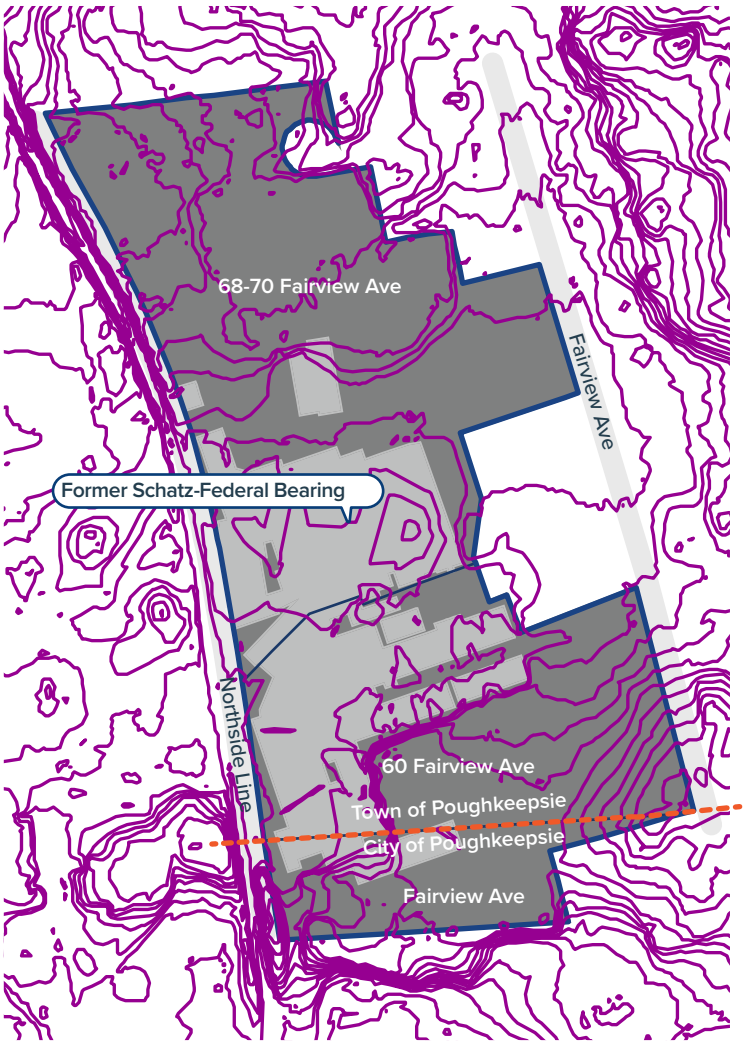
Ravi Engineering & Land Surveying conducted a site survey that included topographic mapping. Understanding the existing topography on the site will help inform the conceptual design process to align with site realities.

BOA Study Area

The north end of the site features minimal elevation changes although it is the site of a capped landfill. This makes it ideal for low-impact redevelopment like walking paths, recreation, and open space that require minimal excavation with limited grading requirements. However, the Northside Line positioned 7 feet below this area creates accessibility challenges for establishing a connection between the trail and the site.

The southern edge of the site features a significant 14-foot grade differential, with the existing parking lot positioned 12 feet above building entrances. This elevation difference creates accessibility challenges for any redevelopment plans.

The southeast corner exhibits a continuous 9% downward slope toward the south building, which would require reduction to accommodate future development needs.





^ Significant elevation change at 60 Fairview Ave looking North

Infrastructure

Key Findings

1. **Existing utilities** on site benefit the adaptive reuse development proposed for the existing brownfield.
2. **The sewer plant** can accommodate more urban development in the area due to it being at approximately 31% of its full capacity.

Introduction

Access to roads, water, sewer, and communication technologies are essential for a community's health and economic growth.

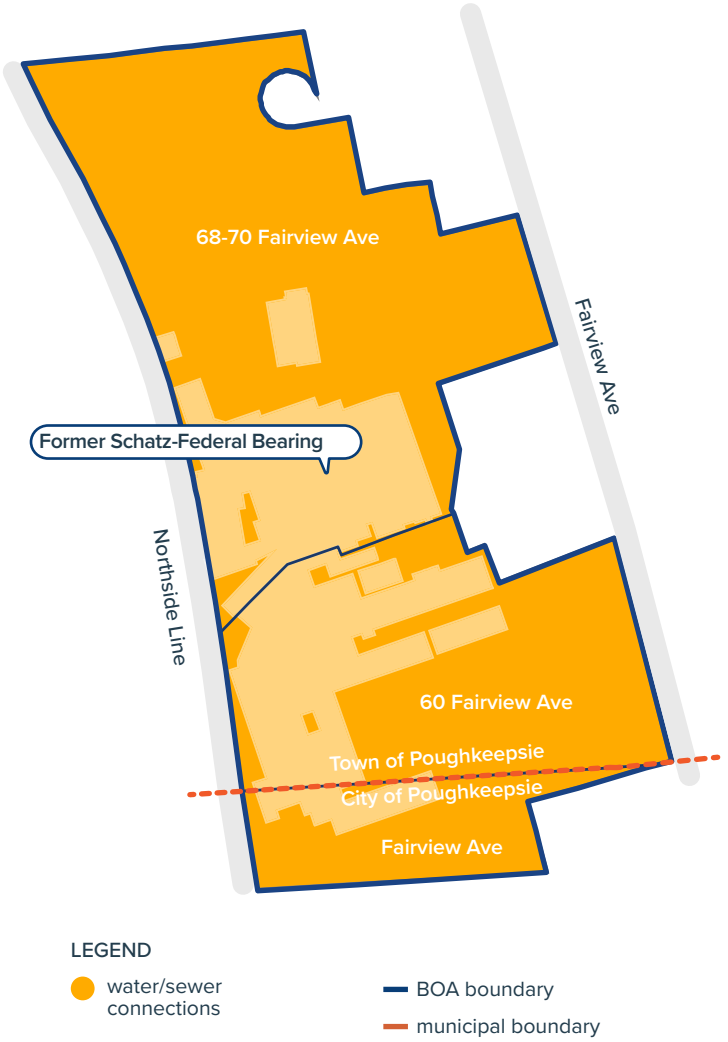
BOA Study Area

Roads Fairview Avenue is a two-way road classified as an urban major collector. With a roughly 38-foot right of way (ROW), the road accommodates on-street parking. Sidewalks are located on both sides of Fairview Avenue.

Water Water utilities are located throughout the BOA. The 2021 Annual Drinking Water Quality Report for Poughkeepsie found that the Town and City's water system is in compliance with State drinking water operating, monitoring, and reporting requirements. The tables in the report indicate no violations in the water system. Through testing, its was discovered that there are contaminants in the water supply, but the recorded levels are below the level allowed by the State. The water source for Poughkeepsie is the Hudson River, a recorded source of high quality water. In 2021, the Poughkeepsie system did not experience any restrictions of their water source. Utility capacity confirmation is required as part of the site plan approval process. The Town of Poughkeepsie has not experienced utility capacity issues in the past.

Sewer The BOA is connected to the town sewer system. The Poughkeepsie Sewer Treatment Plant is located roughly 7 miles south of the BOA, on the Hudson River. According to the Town, total flow through the City of Poughkeepsie plant in October 2019 was 193 million gallons, or 6.2 million gallons per day, on average. The City of Poughkeepsie plant serves the Fairview neighborhood, including the BOA study area, and is estimated to be at approximately 31% of capacity.

BOA Study Area



Communication Technologies Poughkeepsie has access to extensive broadband coverage, with 92% of the area wired for high-speed fiber connection. Cable, satellite and 5G internet are also broadly available within Poughkeepsie and Dutchess County as a whole.

Infrastructure Considerations

Past and future investments in infrastructure are critical to maintaining a high quality of life for residents and providing the capacity to attract future residents and businesses to the area.

Brownfield & Vacant Sites

BOA Study Area

Key Findings

1. **The entirety of the BOA**, all three parcels, are currently brownfields and underutilized, creating an opportunity for cleanup and reinvestment.

Introduction

A primary objective of the BOA Program is to identify sites that may have been impacted by the presence or perceived presence of soil and/or groundwater contamination and/or soil vapor intrusion. This section provides an overview of sites which may be impacted by environmental contamination.

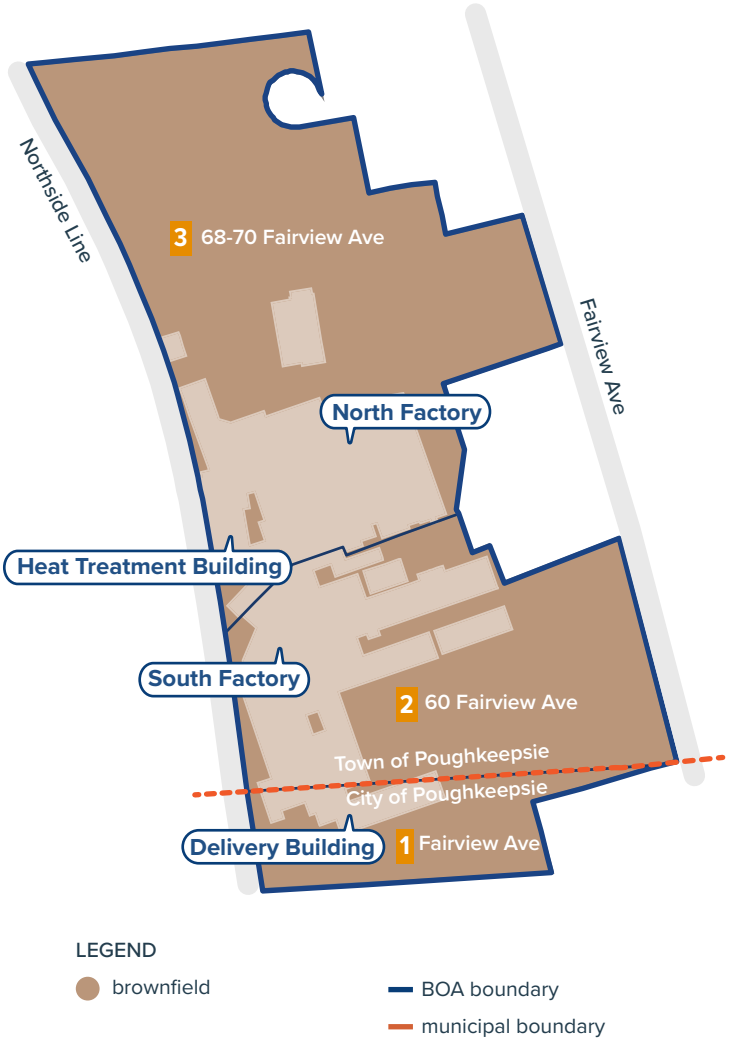
A brownfield site is a property where there is a known or potential presence of environmental contaminants. These are often former commercial or industrial sites where improper handling of hazardous chemicals led to the real or perceived environmental contamination of the property and/or surrounding community. It is crucial to understand where these hazards may exist to identify necessary remediation and redevelopment efforts.

BOA Study Area

The NYS DEC Environmental Database and other sources were reviewed to develop a list of potential brownfield sites within the BOA Study Area.

The sites include those that were listed within NYS DEC databases with known or suspected contamination. The BOA Study Area in its entirety is a brownfield. This site holds contaminants in the north factory, south factory, heat treatment building, and the delivery building. The summary table on the facing page identifies the environmental concerns associated with the buildings and environment.

Based on the findings, a Phase II Environmental Site Assessment (ESA) is recommended for each of the three parcels in the BOA Study Area parcels including evaluations of surface and subsurface soils, groundwater and soil vapor. Targeted interior sampling and geophysical surveys would also be recommended as part of Phase II scope.



The contamination levels in the BOA Study Area make it unsuitable for single-family homes or owner-occupied housing.

Brownfield, Vacant + Underutilized Sites Considerations

The presence of brownfields presents a unique opportunity for the Town and City to remediate and redevelop these sites - benefiting public health, the local economy, and the environment.

Brownfield Summary Table

	Site Address	Ownership	Environmental Concern
1	Fairview Avenue	60 Fairview Corporation	Several closed and one active NYSDEC spills listed for this property. Volatile organic compounds (VOCs), RCRA metals, and pesticides identified in subsurface soils, and heavy metals identified in a groundwater sample.
2	60 Fairview Avenue	Hudson Valley Management Assoc. Inc.	Used for industrial purposes. Underground storage tanks (USTs) and abandoned above-ground storage tanks (ASTs) identified. #6 oil spill site. Trailers, vehicles, and junk cars may be leaking automotive fluids. Polychlorinated biphenyls (PCBs) and lead-based paint identified in buildings. Regulated building materials (RBMs) are likely. PCBs have penetrated masonry and wood building components.
3	68-70 Fairview Avenue	Lot Six Realty Corp.	Used for industrial purposes. USTs identified. In 1986 NYSDEC identified several drums, electrical capacitors, and quenching pits that contained oil. Forty-five (45) drums contained hazardous waste and were removed from the property. Identified PCBs in the flooring and other surfaces within the buildings. Regulated building materials (RBMs) are likely. Soil and groundwater containing elevated levels of VOCs, metals, and PCBs identified.

Key Words

RBM - regulated building material (includes asbestos and lead-based paint)

AST - above ground storage tank

UST - underground storage tank

PCB - polychlorinated biphenyl

VOC - volatile organic compound



^ Debris and deterioration on the south building



^ Standing water and floating debris in the north building

Brownfield & Vacant Sites (cont.)

Brownfield 1: Fairview Avenue Parcel

Key Features

Address
Fairview Avenue

Property Owner
60 Fairview Corp.

Parcel Size
2.08 acres

Current Use
Vacant

Structures
South building encroaches to the Northwest

Former Uses
Undeveloped

Potential Contamination
Spill site, RCRA metals, VOCs

Use Potential
Redevelop as commercial or residential property after assessment and remediation have been completed



^ Overgrown vegetation and debris on the southern-most parcel in the BOA Study Area, facing north

Site Summary

The parcel is located on the southern-most portion of the BOA Study Area in the City of Poughkeepsie. The former manufacturing buildings/material on, 60 Fairview Ave encroach on the northwestern portion of this parcel. Additional detail on these buildings is included in the site summary for 60 Fairview Ave.

Records indicate this parcel remains largely undeveloped except for encroaching Schatz Manufacturing buildings from the north. It has been used for vehicle storage and was sold to Hudson Valley Management (1988) and later to 60 Fairview Corp (2001).

Several closed NYSDEC spills are listed for this property. The "Date Spill Closed" issued on closed spills indicates the date the spill case was closed by the NYSDEC case manager because either; a) the records and data submitted indicate that the necessary cleanup and removal actions have been completed and no further remedial activities are necessary, or b) the case was closed for administrative reasons (e.g., multiple reports of a single spill consolidated into a single spill number). The NYSDEC reserves the right to require additional remedial work in relation to the spill if it determines that further action is necessary.

In 1996, 2,267 tons of polychlorinated biphenyl (PCB) impacted soil were reportedly removed from the southwestern portion of the parcel. Two (2) closed spills (#1802168 and 1812633) are associated with elevated pesticides and RCRA metals detected beneath a trailer leaking fluids. These spills were closed on 04/12/2019. Active NYSDEC spill #1711338 is listed for this property (addressed as 70 Fairview Ave) and was issued during a NYSDEC Inspection in March 2018, when several drums of hydraulic oil and petroleum products were found to be leaking. Volatile organic compounds (VOCs), RCRA metals, and pesticides were identified in subsurface soils, and heavy metals were identified in a groundwater sample collected as part of the NYSDEC Inspection.

RCRA metals were detected in a groundwater sample associated with Active Spill #1711338. Groundwater conditions for this parcel have not been fully assessed.

Brownfield 2: 60 Fairview Avenue

Key Features

Address
60 Fairview Avenue

Property Owner
Hudson Valley Management Assoc. Inc.

Parcel Size
6.56 acres

Current Use
Vacant / Industrial: manufacturing, processing

Structures
Industrial building (~ 160,000 sf) with one, two and three-story sections

Former Uses
Industrial: manufacturing, processing

Potential Contamination
USTs, ASTs, oil spill site, PCBs, RMBs

Use Potential
Redevelop as commercial or residential property after assessment and remediation have been completed

Site Summary

The property is situated in the central portion of the Schatz Property and features several industrial buildings in a state of disrepair that are currently vacant. Sanborn records indicate that this parcel was developed in the 1930s as a manufacturing facility utilized by Federal Bearings Co. In 1982, the parcel was purchased by Schatz Company and is identified on historical mapping as "South Factory Building". Four Seasons Dyeing and Finishing, Inc. leased a portion of this facility from at least the 1990s to 2007 for the manufacture and dying of textiles. In 2007, the Town of Poughkeepsie determined that the buildings were inhabitable and issued a Cease-and-Desist Order, and all tenants were evacuated.

This property has served industrial uses since the early 1930s and is located adjacent to a former railroad (N.Y.N.H. & H.R.R. (Hospital Branch)). A railroad spur is located on the northern portion of the parcel. Several underground storage tanks (USTs) were identified on the north and northeastern portions of the parcel, north of the factory building. There are no records of tank removals, and orphan tanks may be present. Four (4) abandoned above-ground storage tanks (ASTs) have been identified in the former coal building. In 1990, while conducting Interim Remedial Measures (IRMs) under the direction of the NYSDEC, 370-gallons of #6 oil was spilled due to a broken heater pipe that has been remediated. No NYSDEC Spill number was assigned to this spill. Several trailers, vehicles, and junk cars that may be leaking automotive fluids have been staged adjacent to the southwestern portion of the building. Several drums of petroleum, paints, solvents, and dyes were located within the building and reportedly removed in 2008. A 2020 Phase II Investigation of the South Factory Building completed by Jade Environmental Engineering, PLLC, identified PCBs and lead-based paint on the walls and floors of the building. Regulated building materials (RBMs) are likely present based on the age of construction. Sampling has determined that PCBs have penetrated masonry and wood building components.

Groundwater conditions for this parcel have not been fully assessed. One (1) monitoring well pair (MW-5S and MW-5D) was installed on the western portion of the parcel in a Remedial Investigation in 1992, conducted by ES Engineering Science, on behalf of the NYSDEC. Groundwater was analyzed for target compound list (TCL), volatile organic compounds (VOCs), semi-VOCs base/neutrals, PCBs, pesticides, and the full target analyte list (TAL) metals. No compounds of concern were detected in MW-5S and MW-5D. Oily water was observed in test pits excavated within the South Factory Building as part of the United States Environmental Protection Agency (USEPA) Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Removal Action at the request of the NYSDEC.



^ Overgrown vegetation, debris, and existing structure condition, facing northeast

Brownfield & Vacant Sites (cont.)

Brownfield 3: 68-70 Fairview Avenue

Key Features

Address
68-70 Fairview Avenue

Property Owner
Lot Six Building Corp.

Parcel Size
11.18 acres

Current Use
Vacant / Industrial: manufacturing, processing

Structures
Industrial building (~ 99,200 sf) two and three-story

Former Uses
Industrial: manufacturing, processing

Potential Contamination
USTs, oil spill site, PCBs, RMBs

Use Potential
Redevelop as commercial or residential property after assessment and remediation have been completed

Site Summary

The property is located on the northern-most portion of the Schatz Property. It is developed with six (6) buildings and a field, identified as the "North Field". The parcel is currently occupied by M&O Sanitation, Inc. (M&O), which operates out of a trailer on the northwestern portion of the parcel and utilizes this area for storage. Interstate Modular Structures also utilized the northern portion of the parcel for storage of modular structures in the recent past. Review of Sanborn maps and assessment records indicates that the southern portion of this parcel was first developed in the late 1910s as the original Schatz Manufacturing building, identified as the "North Factory". In the late 1930s, two (2) buildings were constructed on either side of the factory building, utilized as a heat treatment building: a heat treatment building on the southwestern portion and a rehab building on the eastern portion. The 1940s aerial photograph shows an addition to the north of the original factory building, as well as a baseball field on the northern portion of the parcel. Between the 1940s-1970s, the central building, the heat treatment building on the western portion, as well as a storage building, and the north factory annex were constructed. On the 1952 Sanborn Map, Kohl Avenue extends from Fairview Avenue to Irving Avenue, between the Schatz Manufacturing building and the Factory Building. Three (3) residential properties were observed on the northwestern portion of the parcel between Kohl Avenue and the railroad, south of Irving Avenue. Between the 1970s and mid-1990s, the baseball fields appear to have been less utilized, and former dwellings located on the northwestern portion of the parcel appear to have been demolished. Sarjo Industries, Inc. (Sarjo), formerly occupied the central portion of the parcel for approximately 40 years until 2024.

The property has been utilized for industrial purposes since the early 1900s and is located adjacent to a former railroad (N.Y.N.H. & H.R.R. (Hospital Branch)). A railroad spur is located on the southern portion of this parcel, south of the "North Factory" building. Several underground storage tanks (USTs) appear to have been located on the eastern portion of this parcel. Orphan tanks may remain on this property. An inspection conducted by the NYSDEC in 1986 identified several drums, electrical capacitors, and quenching pits that contained oil. Forty-five (45) drums contained hazardous waste and were removed from the property. Sampling of the buildings in 1987 and 2019-2020 identified PCBs in the flooring and other surfaces within the buildings. RBMs are likely to be present based on the age of construction. Subsurface investigations identified soil and groundwater containing elevated levels of volatile and semi-volatile organic compounds, metals, PCBs, and pesticides in the northern and southwestern portions.

Subsurface sampling in the area of the heat treatment building on the western portion of the parcel has confirms RCRA metal, volatile, and semi-volatile organic compounds in exceedance of levels of protection of groundwater and soil in residential, commercial, and industrial settings.



^ Graffiti, overgrowth, and debris on the south side of the North Factory Building

Building Inventory

Key Findings

1 **All structures** in the BOA study area are vacant and in vatious states of disrepair. M&O Sanitation maintains equipment storage on site.

Additions to the factory facility were completed in 1916, 1920, 1926, 1936, and 1942 to account for the expanded business and increased employee numbers before its closure in the 1980s.

BOA Study Area

There are 21 interconnected buildings within the BOA Study Area that can be organized into five primary building clusters, all of which historically operated in industrial manufacturing.

Building A: Vacated by Sarjo Industries in 2024. This building is in fair condition.

Building B: The North Factory (image #3) is located in the Town of Poughkeepsie at 68 Fairview Avenue on the 11-acre northernmost parcel of the BOA study area. The building is three stories and roughly 99,200 square feet. This building is vacant and not occupiable in its current state.

Building C: The South Factory (image #2) is located in the Town of Poughkeepsie at 60 Fairview Avenue on the roughly 6.5-acre middle parcel of the BOA study area. The building has one, two and three-story sections and is roughly 160,000 square feet. This building is vacant and not occupiable in its current state. Numerous piles of garbage and other abandoned items are scattered in and around the South Factory buildings. Overgrowth is taking over the landscape, as can be seen in the images on the following page.

Building D: The delivery building is located predominantly in the City of Poughkeepsie with a portion in the Town of Poughkeepsie. Access to the building is through the 60 Fairview Avenue parcel. This freestanding single story building is approximately 9,000 square feet in size. This building is vacant and not occupiable in its current state.

BOA Study Area



Building E: The heat treatment building between the Northside Line and north factory is a 12,400 square foot vintage steel structure. This building is in poor condition.

Building Inventory Considerations

The unique historic character of the Factory Buildings provide an opportunity for adaptive reuse that ties in the history and heritage of the site while incorporating modern uses.



1 Nature and litter reclaim the once paved area between vacant South Factory buildings from 1929



2 Concentrated piles of litter and fallen utility poles in the overgrown parking lot overlooking the South Factory building



3 Vacant North Factory building



4 View of the North Factory building and tower from the Northside Line



5 Furniture and abandoned items on the north side of the South Factory building



6 Dilapidated 1926 South Factory building with smokestack



7 Litter piled at the entry to the South Factory building alley

Structural Assessment Overview

Key Findings

1. **Demolition** due to unsafe structural status is recommended for several buildings.
2. **Recommended demolition** is not anticipated to greatly impact future development.

Introduction

Due to the extended vacancy of the structures on the BOA Study Area and the desire to adaptively reuse a majority of the structures in the site's revitalization, a structural assessment of the buildings was performed.

Each structure was thoroughly examined through site visits and visual inspections. The assessment primarily focused on evaluating the condition of roofs, floors, exterior walls, and boiler flue stacks.

Structural Observations

Each structure exhibits varying degrees of deterioration, with both identified and undetermined structural hazards uncovered during the assessment. Multiple roofs throughout the site are suffering from steel corrosion, water infiltration, or partial to complete structural failure. In some buildings, stalactites have formed from the ceilings, indicating long-term moisture problems. Eight of the 21 structures have experienced some form of roof collapse, posing significant safety concerns for any access or remediation efforts.

Due to decades of heavy equipment and materials remaining in place, several floor areas have begun to sag under the excessive weight. This deflection is causing structural distortion that extends to the ceiling surfaces of rooms directly below, creating a compounding structural issue.

The exterior walls of multiple structures display various forms of deterioration. Damage types include compromised concrete beams and columns, deteriorated masonry, and unstable parapet walls. The windows on site are either in advanced states of disrepair or entirely absent, leaving the building interiors exposed to weather elements and further accelerating structural decay.



Both boiler flue stacks on the property exhibit significant vertical misalignment. This out-of-plumb condition compromises the structural integrity of these tall elements and creates a substantial safety hazard, potentially risking unexpected collapse or further material deterioration.

Multiple fires have occurred since the facility has been vacant. It should be noted that a structure fire on the 2nd floor of the south building may have directly impacted the strength of the concrete. Testing should be employed to ascertain information regarding the structural integrity of the slab before designing for and applying structural loads.

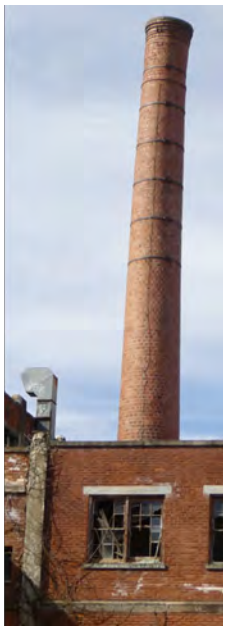


Roof collapse



Roof collapse

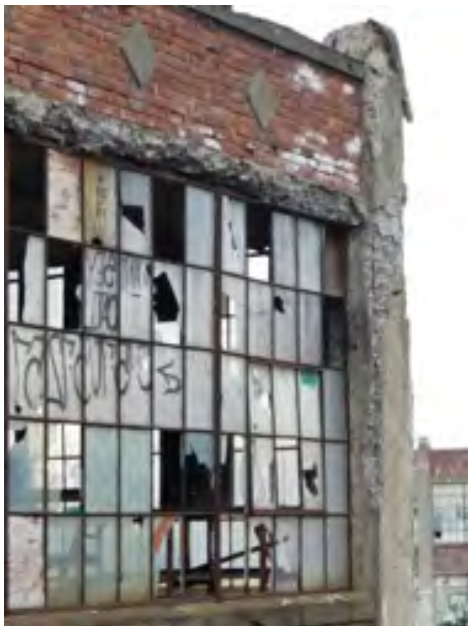




Existing boiler flue stacks



Existing roof condition



Existing exterior walls and windows



Existing floor condition



Existing condition rooftop parapet coping

Historic & Archaeologically Significant Areas

Key Findings

1 **All of the buildings** within the Schatz BOA are considered eligible for the State and National Registers. Listing provides opportunities for accessing funding to assist with preservation and adaptive reuse activities.

BOA Study Area

The Cultural Resource Information System (CRIS) identifies the former Schatz-Federal Bearing property as eligible for the State and National Register. Criteria A, associated with events that have made a significant contribution to the broad patterns of our history, qualifies the property. This site was historically an important manufacturing site for ball bearings and one of the largest employers in Poughkeepsie. There are no archaeological considerations to address in the BOA study area according the CRIS documentation.

The New York State Office of Parks, Recreation, and Historic Preservation (NYS OPRHP) offers a program called the NYS Historic Preservation Tax Credit for Income Producing Properties. This tax incentive offers an additional tax credit to owners of historic, income producing buildings that are on the National Register of Historic Places for the rehabilitation of the historic structure or structures. For more information, see page 89.





One of the two historic boiler flue stacks on the BOA Study Area

Historic Resources Considerations

Historic resources are an essential component of a healthy local economy, as they help strengthen and sustain a community's identity. The adaptive reuse of the existing buildings will enhance the character of the revitalized site.



^ Graffiti and vines cover the remaining windows of the 1929 South Building

Housing Analysis

Key Findings

1. **While Poughkeepsie is a significant employment** hub, there is a mismatch between job locations and affordable housing as evidenced by 56% of workers commuting from outside the area.

2. **Housing affordability is a growing challenge.** Rental rates increased 36% (2012-2022), outpacing wage growth, while affordable housing units maintain low vacancy rates (1.4%).

3. **Healthcare dominates the local economy** with nearly 20,000 jobs in 2022, while traditional sectors like manufacturing and retail have declined significantly over the past decade.

Introduction

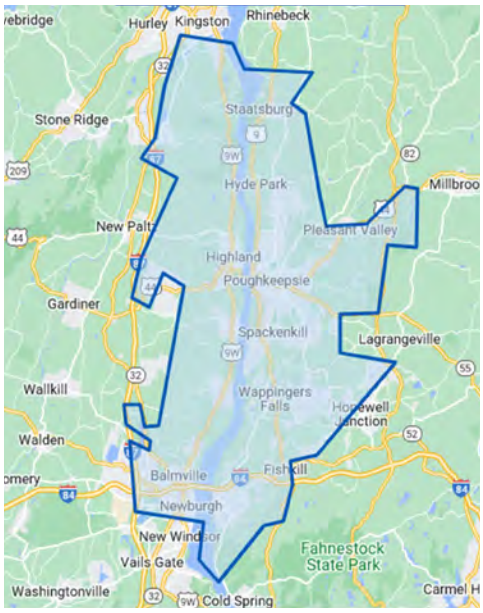
The housing analysis evaluates supply and demand dynamics within the Primary Market Area (PMA) to understand local trends within the context of broader regional patterns. By identifying current residential needs and future opportunities, the revitalized Schatz site can provide housing that aligns with the current market and the future market.



^ Existing housing character on Fairview Avenue

Schatz BOA Primary Market Area

The Primary Market Area (PMA) is the geographic area "from which a property is expected to draw the majority of its tenants" as defined by the NYS Homes and Community Renewal's Office of Finance and Development. For the Schatz BOA, the PMA consists of 64 census tracts surrounding the Schatz BOA Study Area.



Source: Camoin Associates

Economic Analysis

An analysis of existing businesses and employment trends was conducted to understand the regional market and future business potential surrounding the Schatz BOA study area. Measurements for Poughkeepsie found in this report represent the sum of data for the PMA (the 64 census tracts surrounding the Schatz BOA Study Area).

The data includes employment and measurements not based on the BOA boundary or Neighborhood Context Area. The data encompasses both the City of and Town of Poughkeepsie. References to "Poughkeepsie" includes both the City and Town.

Employment Overview

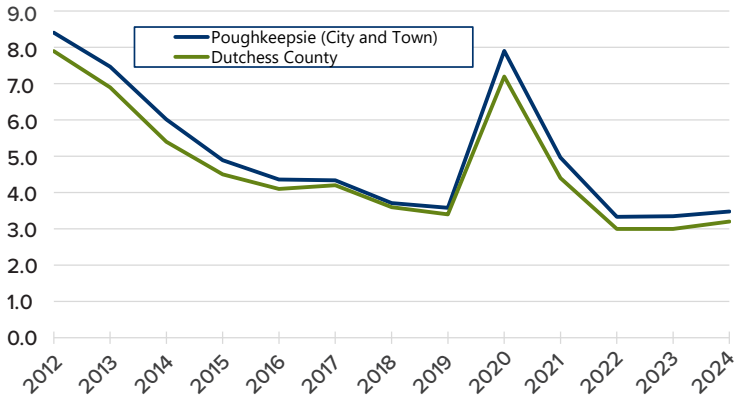
In 2022, the City and Town of Poughkeepsie collectively represented about one quarter (26%) of Dutchess County's employment, accounting for 37,260 jobs.

This represents a slow but steady rebound from the pandemic period when the workforce dropped by 3% and unemployment jumped to nearly 8%.

Despite these challenges, the local economy showed significant resilience, as evidenced by the unemployment rate's dramatic improvement—dropping to 3.3% in 2022 and holding near this level in subsequent years - signs of a robust economic recovery.

Despite a persistent workforce contraction, Poughkeepsie demonstrated strong economic resilience through its considerable rebound in total employment, illustrating the local job market's ability to adapt and recover in the wake of pandemic disruptions.

Unemployment Rate, Historic Trend (%)



Source: Bureau of Labor Statistics

Jobs by Industry

The key industry sectors in the Primary Market Area (PMA) are Health Care and Social Assistance, Retail Trade, Accommodation and Food Services, Education Services, and Government. Health Care and Social Assistance dominates the PMA's economy with almost 20,000 jobs in 2022, followed by Retail Trade (15,500 jobs) and Accommodation and Food Services (10,300 jobs).

From 2012 to 2022, the Health Care sector emerged as both the largest and fastest-growing job sector, with significant growth also seen in Accommodation & Food Services and Educational Services, collectively adding 3,637 jobs.

However, other industries experienced notable declines during this period. Manufacturing saw the steepest decline with 1,800 jobs lost, followed by Government (-1,422 jobs) and Retail Trade (-1,012 jobs). The retail sector's decline can be attributed to pandemic impacts, the rise of e-commerce, and changing consumer behaviors. These mixed trends reflect the complex and adaptive nature of the local job market during this transformative decade.

Major Employers

Dutchess County has a diverse range of major employers including:

- IBM
- Health Quest Systems
- Dutchess County Government
- Marist University
- Central Hudson Gas & Electric Corp
- Gap Inc.
- MidHudson Regional Hospital
- Arlington Central School District

10-Year Industry Trends (PMA)

	Industry	2012 Jobs	2022 Jobs	% Change
1	Health Care & Social Assistance	19,085	19,915	4%
2	Retail Trade	16,559	15,548	(6%)
3	Accommodation & Food Service	8,641	10,309	19%
4	Educational Services	7,529	9,498	26%
5	Government	10,578	9,157	(13%)

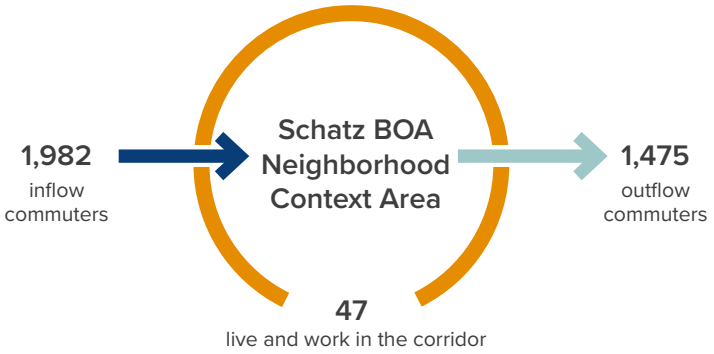
Source: Lightcast

Housing Analysis (cont.)

Commuting Trends

Poughkeepsie functions as a "net importer" of workers, meaning more people come into the city for work than leave it. The data shows that in 2019, out of nearly 40,000 workers in Poughkeepsie, more than half (56.4%) commuted from outside the Town and City of Poughkeepsie. This pattern is even more pronounced among low-income workers (those making less than $1,250 per month), where about 58% of the 8,240 low-income workers traveled from outside the Primary Market Area to work in Poughkeepsie. This trend suggests a potential mismatch between job locations and affordable housing options within the city.

Commuting Trends (2022)



Source: Census Bureau On The Map

Wages by Sector

Wages in Poughkeepsie generally exceed those in the larger PMA, with Office and Administrative Support Occupations representing the largest employment sector at a median annual salary of $44,000. The area also features several high-earning sectors: Educational Instruction and Library Occupations ($76,000 annually) and Healthcare Practitioners and Technical Occupations ($90,000 annually). Management Occupations, offering the highest earnings, accounts for 2,700 jobs in Poughkeepsie and 6,400 in the PMA.

Poughkeepsie demonstrates a diverse economic landscape with competitive wages, particularly in high-skill sectors like healthcare, education, and management, while Office and Administrative Support remains the largest employment sector.

Occupations & Annual Earnings

	Poughkeepsie		PMA	
Industry	**2022 Jobs**	**Median Annual Earnings**	**2022 Jobs**	**Median Annual Earnings**
Office and Administrative Support Occupations	5,516	$44,070	12,770	$43,747
Sales and Related Occupations	4,503	$34,183	11,640	$33,606
Educational Instruction and Library Occupations	4,261	$76,294	7,600	$71,574
Healthcare Practitioners and Technical Occupations	3,875	$97,407	7,252	$92,478
Healthcare Support Occupations	3,543	$37,497	7,030	$35,321
Food Preparation and Serving Related Occupations	3,275	$29,268	9,249	$29,301

Source: Lightcast

Residential Market Analysis

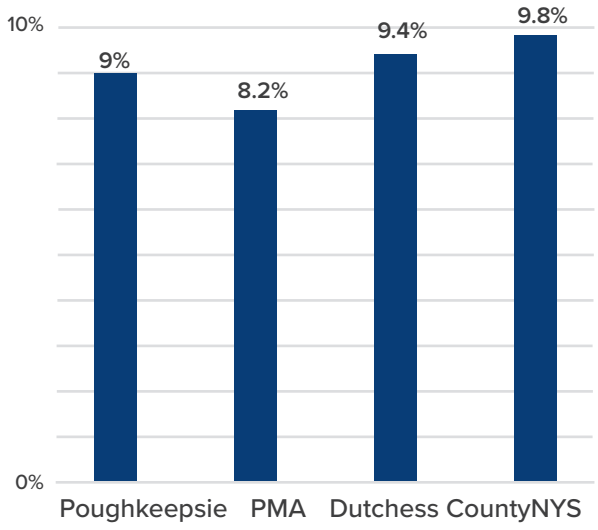
A residential market analysis of Poughkeepsie reveals a housing landscape characterized by relatively affordable options compared to surrounding areas. The housing stock of the area consists primarily of older single-family homes, with median home values and rental rates falling below both Dutchess County and New York State averages, suggesting potential opportunities in the local real estate market while highlighting key economic differences between urban and regional housing trends.

Housing Vacancy

Housing vacancy provides important insights into market dynamics and availability. Poughkeepsie's overall vacancy rate mirrors that of Dutchess County and New York but exceeds the PMA. Of Poughkeepsie's 2,155 vacant units, approximately 700 (or one-third) are available for rent, with most others classified as "other vacant" due to factors like foreclosure, repairs needed, or legal proceedings. Perhaps most notably, Poughkeepsie has a significantly lower proportion of seasonal and recreational units at 6%, compared to Dutchess County (32%) and New York (35%), suggesting a more permanent residential character.

While Poughkeepsie has a typical overall vacancy rate, a significant portion of its vacant properties are either not available for rent or require attention due to various issues like repairs or legal proceedings.

Housing Vacancy Rate (2022)

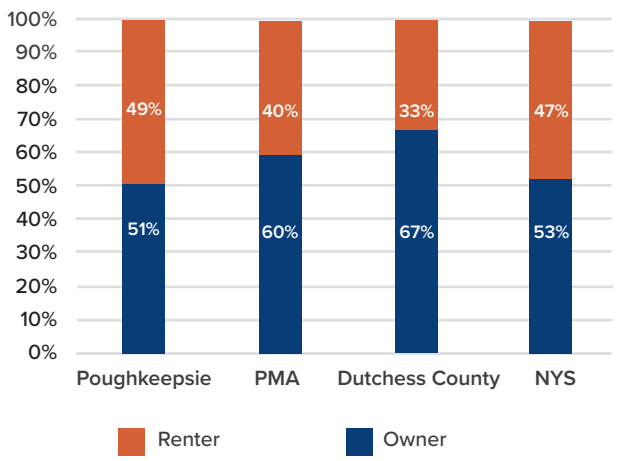


Source: Esri

Housing Tenure

Poughkeepsie shows a notably higher concentration of rental housing compared to the PMA, Dutchess County, and New York State. Approximately half of housing units are rentals, compared to just 40% in the PMA, and 33% in Dutchess County. The share of households renting property increased in Poughkeepsie, the PMA, and in Dutchess County between 2010-2022. This trend is expected to reverse between 2022-2027.

Housing Tenure (2022)



Source: Esri, Camoin Associates

Housing Values

Poughkeepsie offers more affordable housing options compared to surrounding areas. The median home value in 2022 was about $275,000, which is notably lower than both the PMA ($44,000 less) and Dutchess County ($76,000 less). The city has a higher proportion of homes valued under $300,000 compared to neighboring areas, with most owner-occupied units falling in the $300,000-$399,999 range.

Median Home Value (2022)



$275,628 Poughkeepsie

$319,156 PMA

$351,750 Dutchess County

$421,569 NYS

Source: Esri

Housing Analysis (cont.)

Housing Unit Characteristics

Poughkeepsie's housing stock is characterized by older construction and a diverse mix of housing types. Single-family homes make up over half (52%) of all units within Poughkeepsie (City and Town). The balance of units are split roughly evenly between smaller multiplexes (22% with two- to four-units) and larger multifamily properties (24%). Mobile Homes make up the balance (2%). A quarter of all housing units were built before 1939, and only 6% have been constructed since 2000, indicating an aging housing stock.

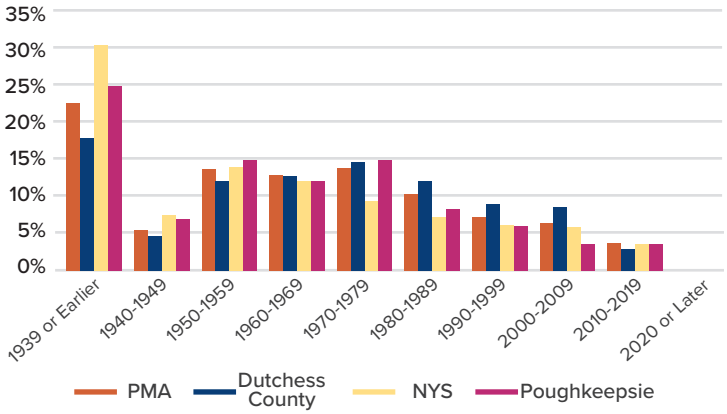
Households by Income

The PMA consists of over 96,000 households, with a split of 60% homeowners and 40% renters. A majority (54%) of homeowner households earn over $100,000 annually, while only 18% of renters reach this income level. On the other hand, more than half (52%) of renter households earn at or below $50,000, in stark contrast to just 18% of homeowners. Notably, among households with income at or below $50,000, a substantial 63% are renters, highlighting the economic disparity within the area.

Development Activity

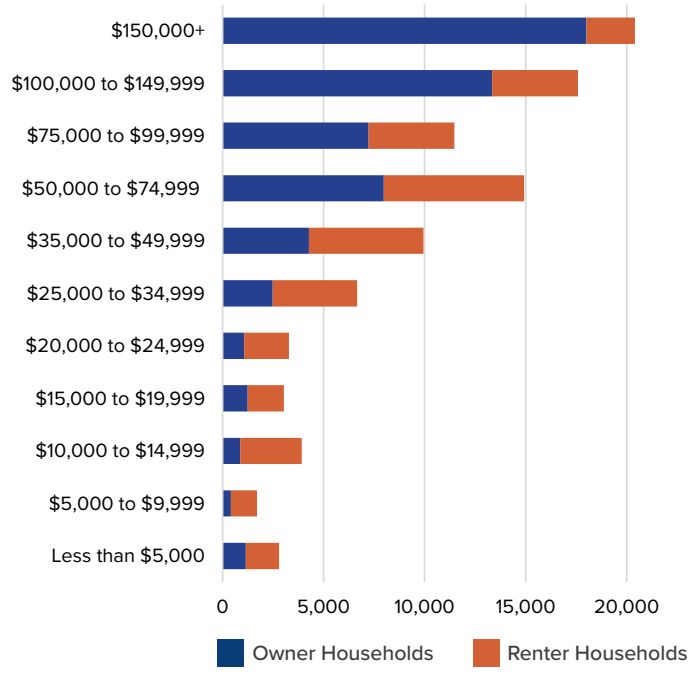
Between 2012 and 2021, the PMA issued over 4,750 residential building permits, with 57% for single-family units and the remainder primarily for larger multifamily developments (5+ units). The Eastdale Village and One Dutchess projects added 774 units to the PMA, while four other significant developments contributed an additional 656 units.

Age of Housing Stock (2021)



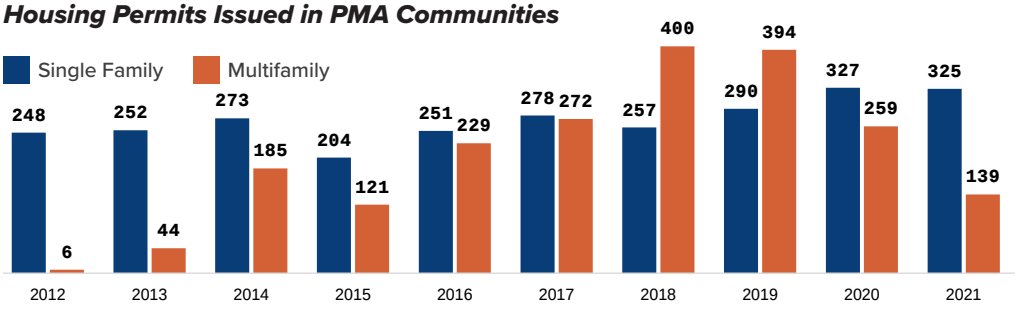
Source: Esri

Households by Income Bracket within PMA (2022)



Source: Esri/American Community Survey

Housing Permits Issued in PMA Communities



Source: HUD

Rental Market Trends Overview

The PMA contains over 17,500 rental apartments, with 70% market-rate units and 28% affordable units (as reported by the real estate information service, CoStar, which focuses on larger investment-grade properties). Over the past five years, the total inventory increased by more than 1,900 units (12% growth), with most new construction being market-rate units. While vacancy rates remain low overall at 3.4%, there's a significant disparity between market-rate (4.2%) and affordable units (1.2%). Rental rates have increased substantially, with market-rate units seeing a 25% increase since 2017. Despite significant new construction, particularly in market-rate housing, the rental market remains tight with rising rates, especially impacting affordable housing where availability is extremely limited.

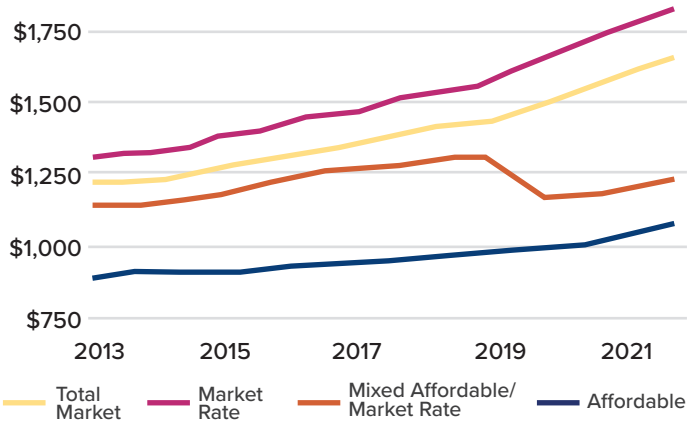
Gross Rates

Rental rates in Poughkeepsie have typically been more affordable than county and state levels, with a median gross rent of $1,150 in 2021. In 2021, about half of all rental units in the city fell within the $1,000-$1,499 range, and roughly one-third of rentals were priced under $1,000. Very few rental units (less than 4%) were priced above $2,000.

Rental Rates by Segment

Rental rates in the PMA increased by 36% from 2012 to 2022, significantly outpacing both inflation and wage growth. Market-rate units saw the largest increase (40%), while affordable units increased by 20%. Mixed market/affordable properties showed more modest growth of 8%, partly due to new developments like the West End Lofts bringing down average prices.

PMA Apartment Rental Rates - 10 Year Growth



Source: CoStar

Vacancies by Segment

Over the past decade, affordable housing has consistently maintained the lowest vacancy rates, dropping from 4% in 2013 to just 1.4% in 2022. Market-rate properties have shown more volatility, particularly during 2019-2020 when several new developments came online. The shortage of affordable housing affects all unit sizes, with affordable units showing vacancy rates less than half of market-rate units across all bedroom counts.

The severe shortage of affordable housing units is consistent across all unit sizes, with particularly acute shortages in larger units.

Demographic Shifts in Household Composition

The PMA is experiencing notable changes in household sizes. Between 2022 and 2027, there's a clear trend towards smaller households, consistent with a 50+ year trend (according to ESRI, HUD and the American Community Survey). Single-person households are projected to increase by more than 5%, while households with three or more people are expected to decline. This shift suggests a growing demand for smaller living spaces, particularly one- and two-bedroom units.

Income and Housing Affordability Challenges

The housing market reveals significant economic disparities. Over half (52%) of renter households have incomes at or below $50,000, compared to just 18% of homeowner households. Cost-burdened renters are prevalent, with nearly 88% of households earning less than $20,000 spending more than 30% of their income on housing. The analysis projects approximately 5,580 income-qualified households seeking affordable housing over the five-years. This is projected to create a substantial demand for affordable housing units developed on the Schatz BOA Site.

3 The Future of the Schatz BOA Study Area

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Improving Multi-Modal Connections

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Enhancing Site Appeal

Introduction

Recent History of the Site

Historical Context & Tax Issues

The former Schatz site has been beset by numerous challenges since the bankruptcy of Schatz-Federal Bearing in the early 1980s, and the two Town of Poughkeepsie properties have been tax delinquent for much of that time, amassing over $23 million in unpaid taxes.

Developer Selection

The County issued three Requests for Proposals (RFPs) for the purchase and redevelopment of the property. In 2018, on the third attempt, a qualified response was received from a joint venture of Kearney Realty (an affordable housing developer) and the Rural Ulster Preservation Company (RUPCO), a non-profit housing services provider and affordable housing developer. The County negotiated a Purchase and Sale Agreement with this joint venture to have them take title to the property after foreclosure, remediate it and redevelop it into good use, and begin making payments in consideration of taxes owed. RUPCO is providing services and support pro-bono.

Developer Selection

In February 2019, the County initiated foreclosure proceedings. The pause on foreclosures during the COVID pandemic delayed acquisition, as have court challenges. Property transfer is hoped for by the end of 2025.

Current Development Status

In 2019, Dutchess County was awarded the grant for this BOA in support of the project. Kearney Realty first presented draft zoning language to the Poughkeepsie Town Board in 2023 and has spent 2024/2025 in the environmental review process. After rezoning and the property transfer, they will need to go through site plan approval before redevelopment can begin.

Advancing the Vision

The Schatz Brownfield Opportunity Area (BOA) study area is moving forward with redevelopment, with a developer committed to revitalizing the property. While the developer prioritized the adaptive reuse of the existing buildings, they also focused heavily on site programming through the BOA planning process. This approach gathered valuable public and stakeholder feedback to ensure the redeveloped site reflects the vision and goals of the surrounding community, creating a cohesive experience that honors both the buildings and their broader context.

Supporting the Vision

Proposed Redevelopment Strategy

The overall vision for the Schatz BOA study area was developed with input from Dutchess County, RUPCO, the Kearney Realty and Development Group, members of the Advisory Committee, stakeholders, and community members.

The vision for the future of the Schatz BOA is centered around the desire to bring new life to a site that has had a blighting and negative impact on surrounding neighborhoods in recent years, while also filling a gap in regional housing need and availability. As currently envisioned, the new development will retain elements of the historic industrial structures suitable for reuse, preserving its architectural character and celebrating the importance of Schatz-Federal Bearing as part of the Town and City's history.

Proposed Redevelopment Strategy

282
Residential Units*
*Unit count could change due to zoning, funding, structural issues, etc.

250
Affordable/Mixed-Income Units
- 213 one-bedroom units
- 37 two-bedroom units

32
Market-Rate Units

10,000 - 15,000 SF
Commercial Space

Retail **Restaurants** **Co-Working Spaces** **Maker Space**



^ Conceptual renderings of the Kearney Realty & Development vision for the Schatz BOA Study Area. (Images: Kearney Realty & Development)

Strategic Site

Overview

An analysis of brownfield, underutilized, and vacant properties within the Schatz BOA Study Area coupled with community vision and need, resulted in the identification and master planning of a single strategic site for redevelopment. The master planning process assessed physical conditions, market dynamics, and investment potential, with input from the steering committee, stakeholders, and the public.

Strategic Site Selection

The strategic site was selected based on the following key criteria:

- Location
- Ownership status
- Readiness for redevelopment
- Potential to spur additional investment
- Potential to improve quality of life
- Community support
- Historic significance



^ Conceptual Master Plan rendering

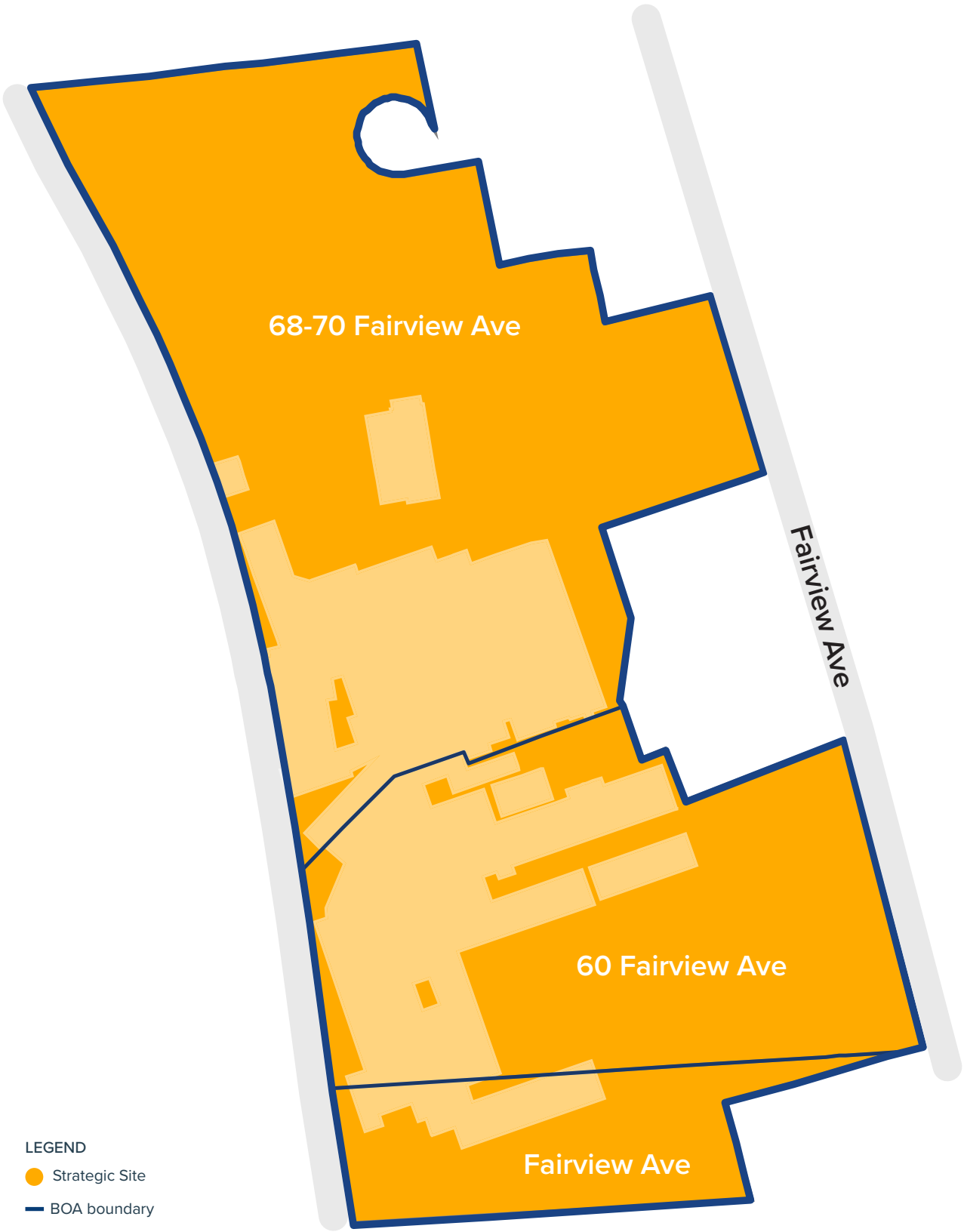
What is a Strategic Site?

Strategic sites are properties that, once redeveloped, are most likely to spur area-wide investment and revitalization. These sites may include vacant buildings, underutilized parcels, or public spaces that can play a critical role in improving quality of life and supporting economic opportunity within the community.

Benefits of Strategic Sites

Strategic sites benefit from:

- **Access to BOA Implementation Funding** – To complete environmental investigations and other pre-development activities, such as structural analysis, utility design, traffic analysis and concept designs.
- **Priority for Other State & CFA Funding** – Increased consideration for funding through New York State's Consolidated Funding Application (CFA) and other economic development programs.
- **Tax Incentives & Cleanup Support** – Potential eligibility for tax credits and financial incentives when combined with state brownfield cleanup programs.


68-70 Fairview Ave
Fairview Ave
60 Fairview Ave
Fairview Ave
LEGEND
Strategic Site
BOA boundary

Master Plan Concept



Community Spaces

1. **Northside Line Connection**: The Northside Line's adjacency to the Schatz site creates multiple opportunities for welcoming access points that clearly signal the site's public availability. These entrance nodes establish visible gateways that invite trail users into the revitalized space while providing public amenities. The nodes function as rest areas along the trail that enhance the overall trail experience while also introducing passersby to the transformed Schatz property.

2. **Open Space**: The community expressed a strong desire for versatile, multi-purpose open spaces designed to accommodate diverse programming needs including scheduled community events, and spontaneous recreational activities.

3. **Community Garden**: The community garden space serves as a productive landscape where both neighborhood residents and the broader community can cultivate fresh produce while nurturing meaningful social connections.

4. **Dog Park**: The community advocated for a dog park within the revitalized Schatz site, providing safe, enclosed spaces where dogs can exercise off-leash. This amenity serves as a social hub that enhances quality of life for both the immediate residents of the on-site apartments and townhomes and pet owners from surrounding neighborhoods, fostering cross-community connections.

5. **Playground**: The community identified the importance of making the site suitable for all ages. An inclusive playground provides a dedicated space where children of diverse abilities can play together, supporting physical development and social interaction.

6. **Fitness / Sport Courts**: Residents specifically prioritized active fitness and sports facilities including tennis courts, pickleball courts, basketball courts, and/or a skate park to support diverse physical activity options across age groups and interest levels.

7. **Public Commercial Access**: It is essential that clear wayfinding and inclusive design elements invite the public to discover and utilize the commercial plaza behind the AT&T facility. Strategic sight lines, intuitive pathways, and welcoming entrance features will encourage both community members and on-site residents to engage with these shared commercial amenities.

8. **Fairview Avenue Traffic Calming**: Slowing vehicular traffic down to enhance the safety of the pedestrians accessing the Schatz site is imperative.

9. **Commercial Plaza**: The community expressed strong interest in vibrant mixed-use areas featuring outdoor dining spaces integrated with cafes, restaurants, diverse retail options, and entertainment venues.

10. **Courtyard**: This central courtyard provides residents of the revitalized site with a semi-private amenity space featuring seating areas, , outdoor dining, and a greenspace for relaxation and small gatherings.

Buildings

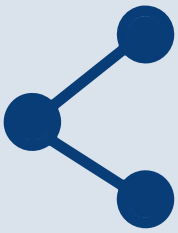
11. **Adaptive Reuse Mixed-Use**: Historic preservation and adaptive reuse of existing structures form the foundation of this revitalization effort. These buildings will be repurposed with active commercial uses on the ground floors to create a vibrant plaza space, while the upper levels will be converted into rental housing that maintains the site's architectural character while meeting contemporary needs.

12. **New Mixed-Use**: To address community needs, new mixed-use buildings will complement the historic adaptive reuse structures, expanding the site's capacity for commercial use and additional residential options while maintaining cohesive architectural character.

13. **New Townhomes**: To accommodate community housing needs, new townhomes along Fairview Avenue will provide rental opportunities with multiple bedrooms and flexible living spaces. These residences will complement the established neighborhood character.

How this Section is Organized

Improving Multi-Modal Connections



This subsection focuses on enhanced pedestrian and bicycle access between the site and the Northside Line and improved Fairview Avenue infrastructure for both vehicles and pedestrians. It also addresses traffic calming strategies along Fairview Avenue, alongside various setbacks alternatives that serve the dual purpose of aesthetic enhancement and traffic speed reduction.

Enhancing Site Appeal



This subsection focuses on historic interpretation strategies that acknowledge the site's rich historical significance in the redevelopment. It explores how public amenities can be integrated into public open spaces and plaza areas, while recommending materials and furnishings for the redesign that complement the site's historic character.

Imagining Future Opportunities



Opportunities for future revitalization adjacent to the BOA Study Area is provided in Appendix F.

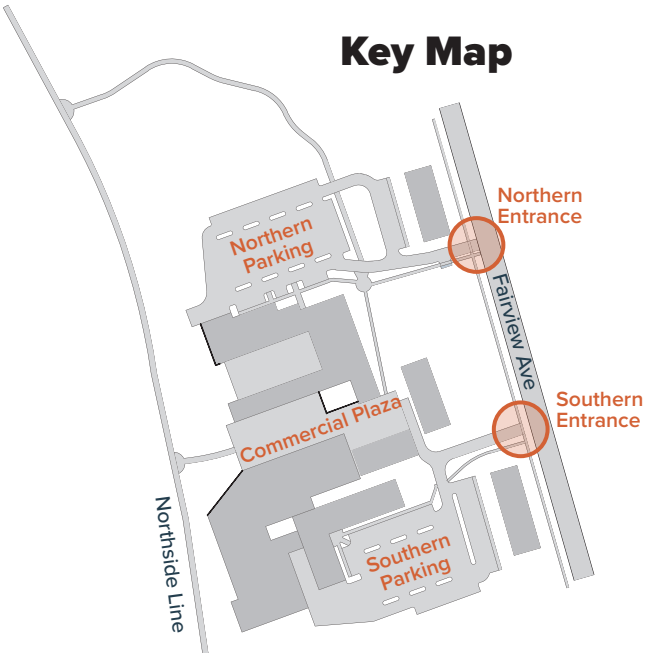
Improving Multi-Modal Connections

Access from Fairview Avenue

Today, the site has two separate entrances that do not connect with each other, due to the presence of the AT&T building site which is not part of the BOA Study Area. As proposed, the northern entrance will remain in place and provide access to parking that supports the townhouses, apartments, and recreational areas on the north end of the site. The southern entrance will provide direct access to the southern townhouses and apartments. The commercial plaza is accessible from both parking areas, though the northern entrance provides a key wayfinding node and a more direct connection to the plaza.

Public access to the site amenities and retail opportunities is envisioned for both residents and the larger community. Connections to the site from Fairview Avenue serve people driving in from the surrounding area as well as nearby neighborhoods that would be able to walk to the site.

The proposed traffic calming alternatives along Fairview Avenue will enhance safety for both pedestrians and drivers by reducing vehicle speeds. For more detail on the Fairview Avenue traffic calming alternatives, see pages 69-74.



Conceptual Rendering



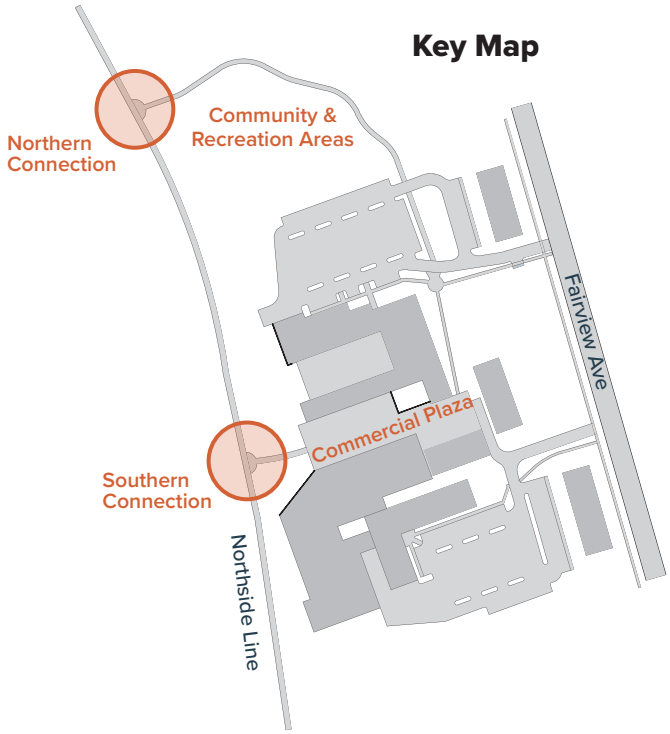
^ Conceptual rendering of the northern entrance to the redeveloped Schatz site

Improving Multi-Modal Connections (cont.)

Access from the Northside Line

The multi-use Northside Line runs along the western edge of the BOA study area, creating mutual benefits for both trail users and future site redevelopment. The trail serves as an amenity for future residents, while the proposed development of the Schatz site offers trail users a potential rest area and destination. The commercial plaza could draw recreational trail users, trail commuters, and potentially MidHudson Regional Hospital employees who use the trail during breaks. The trail's existing lighting and surveillance systems provide 24-hour security year-round, which benefits the Schatz BOA Study Area development.

As proposed, two formal, direct connections are envisioned from the Northside Line to the Schatz site. A northern connection leads directly to community and recreation areas, and a southern connection provides direct access to the proposed public plaza and associated commercial uses. The conceptual rendering on page 68 illustrates what a trail connection could look like at the public plaza. Information on potential site amenities for these public areas can be found on pages 79-84.





^ Northside Line multi-use trail facing north with the Schatz BOA Study Area on the right (Photo: Jeff Mertz)

Conceptual Rendering



Conceptual rendering of the southern Northside Line connection

Representative Imagery



Pedestrian plaza in Midland, Michigan (Photo: Courtesy of the Downtown Development Authority)



3rd Street Promenade in Santa Monica, California (Photo: Apoltolos Giontzis)

Improving Multi-Modal Connections (cont.)

Fairview Avenue Traffic Calming

The redevelopment of the Schatz site will bring more pedestrian activity to the Fairview Avenue corridor. Currently, vehicles typically travel down Fairview Avenue in excess of the speed limit, presenting safety risks for other drivers and residents in the surrounding neighborhoods. Implementing traffic calming measures would reduce vehicle speeds and increase safety for both drivers and pedestrians in the area. The approaches below are a menu of traffic calming options with varying levels of intervention that could be implemented on Fairview Avenue, either individually or in combination, to enhance safety and reduce vehicle speeds. These approaches are arranged from least to most intrusive.

Potential Approaches for Traffic Calming

01 Street Trees

Lining Fairview Avenue with street trees creates a visual narrowing effect that naturally leads drivers to reduce their speed. Beyond traffic calming, street trees provide shade that moderates temperatures, improves air quality, and enhances the aesthetic appeal of the streetscape. These factors make sidewalks more inviting and comfortable for pedestrians. Utility poles along Fairview Avenue alternate between both sides of the street, requiring careful tree selection to avoid interference with overhead lines. Smaller street trees can be strategically placed beneath the poles.



Trees and Landscaping (Photo: Adobe Stock)

02 On-Street Parking

On-street parking serves as a buffer between moving traffic and sidewalks while visually narrowing the road, which naturally encourages drivers to proceed more cautiously. Fairview Avenue currently has on-street parking available on both sides, though it is not delineated and is typically underutilized. The revitalization of the Schatz BOA Study Area presents an opportunity to use this existing on-street parking to supplement on-site parking for visitors while simultaneously functioning as a traffic calming measure.



On-Street Parking (Photo: Berkeley Public Policy Journal)

03 Colored Crosswalks

Colored crosswalks serve as an effective placemaking tool, adding character and aesthetic appeal to streetscapes while clearly delineating pedestrian crossing zones. For optimal safety and visibility, these installations should maintain a full white "ladder" pattern overtop of the colored design. Material options are versatile and include colored paint, concrete, or asphalt, each offering different levels of durability and visual impact.



Colored Crosswalk (Photo: Jeff Werner)

04 Center Medians

Center medians narrow driving paths, naturally slowing traffic speeds while providing safe refuge for pedestrians and reducing crossing distances. Center medians should be concentrated at both entrances to the revitalized Schatz site. On-street parking near medians and crosswalks in general is discouraged to maintain high visibility and ensure pedestrian safety.



Center Median at an Intersection (Photo: ATX Transportation & Public Works)

05 Curb Extensions

Similar to center medians, curb extensions reduce pedestrian crossing distances, improve visibility by preventing parking too close to intersections, and create physical narrowing that slows turning vehicles. Curb extensions also help to define on-street parking areas.



Curb Extension and Raised Crosswalk (Photo: Newburyport Livable Streets)

06 Raised Crosswalks

Raised crosswalks elevate pedestrians to improve their visibility, act as speed tables forcing drivers to reduce speed, and clearly mark pedestrian priority zones. Raised crosswalk locations should be considered carefully as they can introduce winter maintenance challenges.



Raised Crosswalk (Photo: Windsor, CA)

07 Housing Setbacks

Reducing or eliminating large front yard setbacks brings buildings closer to the street, creating a sense of enclosure that psychologically signals drivers to slow down. This effect narrows the visual corridor, makes drivers more aware of their surroundings, and creates a more intimate neighborhood environment that discourages speeding. Street trees and on-street parking complement smaller housing setbacks. For more detail see pages 75-76.



Improving Multi-Modal Connections (cont.)

Fairview Avenue Traffic Calming

Introduction

This section presents two alternative scenarios that could be implemented on Fairview Avenue to help calm traffic. These alternatives range from minimal intervention like formalized street parking to a more substantial change including center median installation. These scenarios offer varying levels of traffic calming benefits for consideration. All renderings, illustrations, and mapping/imagery are design concepts requiring additional engineering analysis to determine feasibility. The Town and City of Poughkeepsie have final decision authority on which enhancements to Fairview Avenue will be perused. The three proposed alternatives include:

Alternative 1



On-Street Parking & Curb Extensions

The Schatz site revitalization should enhance underutilized parallel parking on Fairview Avenue through improved signage and consistent pavement striping to increase visitor parking capacity and naturally reduce traffic speeds. Incorporating marked crosswalks, regulatory signage, and 7-foot curb extensions at the two entrances to the Schatz site would reduce pedestrian crossing distances and vehicle speeds on Fairview Avenue.

Alternative 1A: On-Street Parking

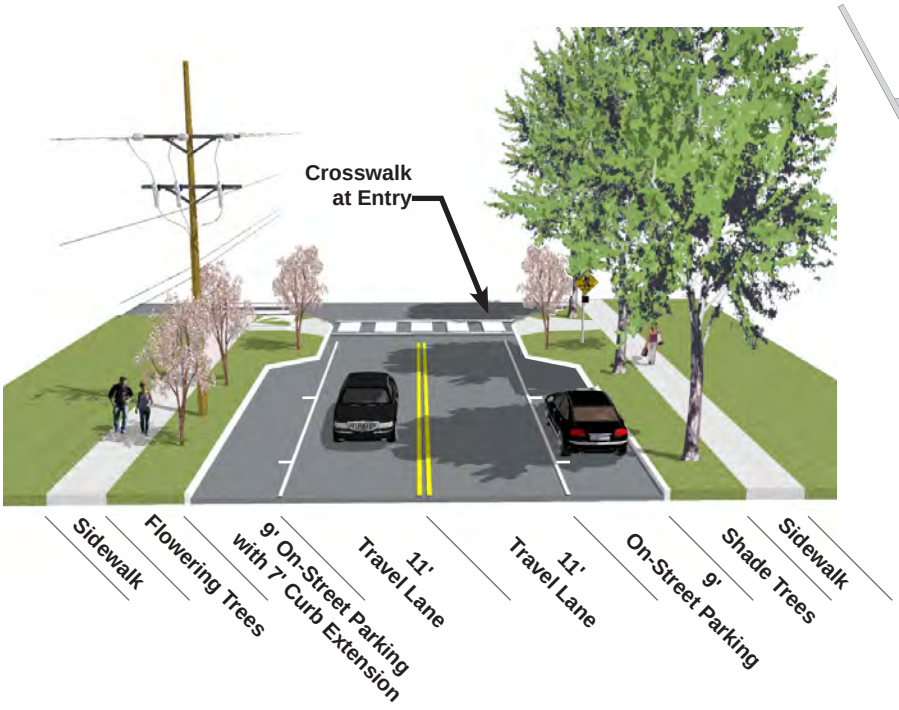
Parallel parking is currently permitted on both sides of Fairview Avenue but is underutilized. With the Schatz site revitalization, on-street parking should be encouraged to provide additional visitor parking and naturally slow traffic speeds by creating a visual narrowing of the travel corridor.

Clear signage would increase awareness and usage of available parking areas. Complementing this with consistent pavement striping would better delineate parking spaces. Currently, Fairview Avenue uses solid fog lines inconsistently along the corridor, with some areas left unstriped after pavement replacements. For cost-effective marking, corner striping parking spaces requires minimal materials and maintenance. For greater definition, fully boxed individual spaces could mark each parking area along the street. Curb extensions could also be incorporated to better define on-street parking areas. Colored or raised crosswalks can be incorporated to enhance pedestrian safety.

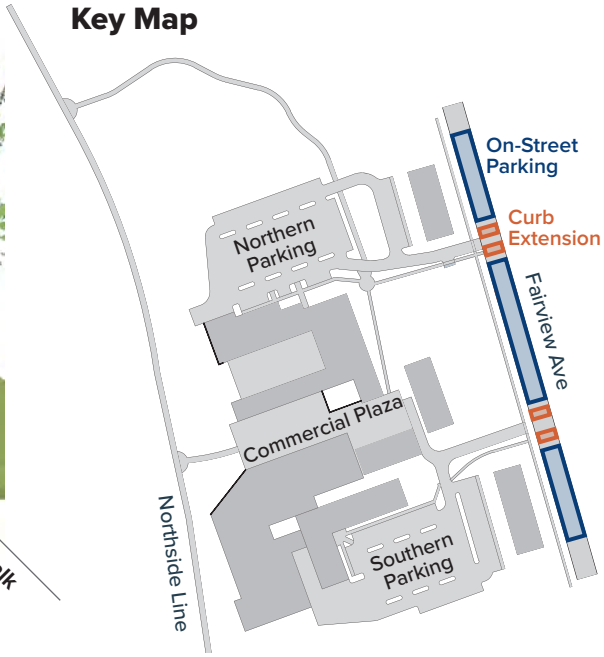
Alternative 1B: On-Street Parking & Curb Extensions

The entrances to the Schatz site currently lack traffic signals or regulatory signs, creating hazardous conditions for pedestrians crossing Fairview Avenue. Installing a marked crosswalk with regulatory signage at the entrances will improve pedestrian crossing safety. Additionally, constructing a curb extension would reduce the crossing distance for pedestrians and naturally slow vehicle speeds at this location. Curb extensions could also be incorporated on the east side of Fairview Avenue to further reduce crossing distance. Colored or raised crosswalks can be incorporated to further enhance safety.

The recommended curb extension should extend approximately 7 feet from the existing curb line. This design feature not only shortens exposure time for pedestrians in the vehicle travel path but also improves sight lines between drivers and waiting pedestrians. For enhanced safety, pedestrian-activated rectangular rapid flashing beacons (RRFBs) could be considered as a supplemental feature.



Key Map



Plan View



Improving Multi-Modal Connections (cont.)

Fairview Avenue Traffic Calming

Alternative 2

Planted Median

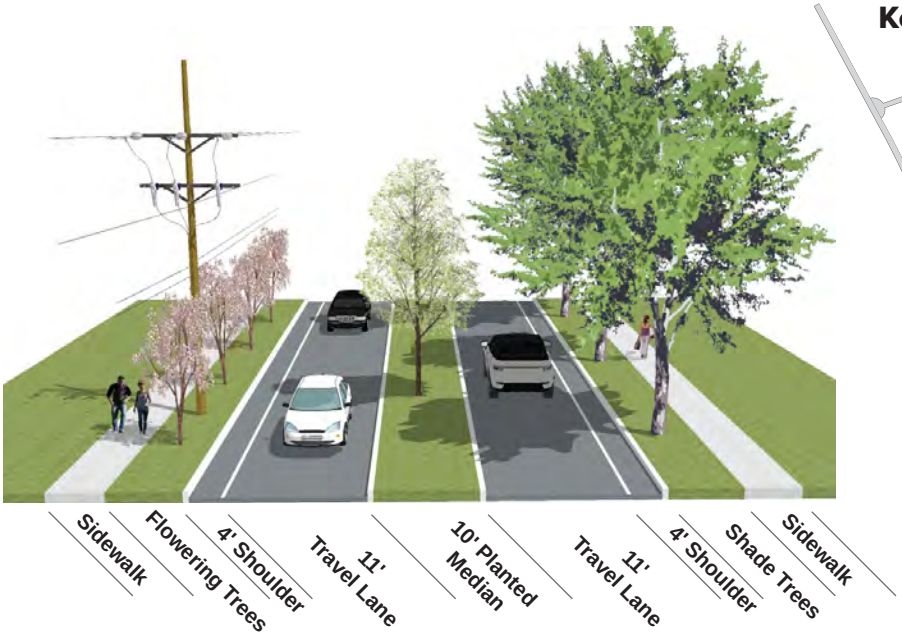
A 10-foot wide center median on Fairview Avenue would provide traffic calming through physical barriers while offering landscaping opportunities that complement the Schatz site redevelopment and improve the overall streetscape character.

Alternative 2: Planted Median

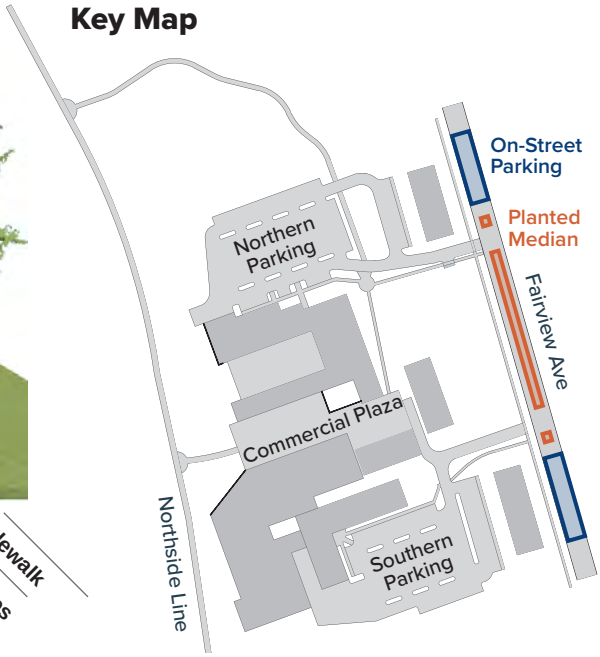
A 10-foot wide center median provides enhanced traffic calming over striped alternatives by creating both visual and physical barriers that actively signal drivers to reduce speed and increase awareness. Since Fairview Avenue does not currently have this type of infrastructure, the introduction of a median would clearly communicate a change in road character and establish a more pedestrian-friendly environment. The median can accommodate various plantings such as street trees, ornamental shrubs, or seasonal flower beds, or alternatively function as bioretention infrastructure to capture and filter stormwater runoff. This landscaped enhancement would not only complement the aesthetic vision of the Schatz site redevelopment but also serve as an effective long-term solution for moderating traffic speeds and improving the overall streetscape character.



^ Planted Center Median (Photo: Town of Trophy Club, TX)



Key Map



Plan View



Enhancing Site Appeal

Housing Setbacks

The character along the east side of Fairview Avenue consists of one- to two-story residential homes set back 30 to 50 feet from the road's edge, providing space for driveways and front lawns. The proposed townhomes along Fairview Avenue, with parking located in the rear, create an opportunity for a reduced setback from the street.

Housing Setback 25 - 30 Feet from Fairview Avenue

A larger building setback maintains consistency with the existing neighborhood character and provides significantly more green space for landscaping and visual relief. This approach allows for the integration of mature trees or gardens that enhance the aesthetic appeal of the development. However, when buildings are setback farther from the street, the roadway appears wider and drivers tend to travel at higher speeds. Additionally, the increased distance from the roadway can potentially create a sense of disconnection from the street life and pedestrian activity, reducing the building's engagement with the public realm and diminishing the opportunity for the development to contribute to a vibrant streetscape.



Advantages:

- Landscaping opportunities
- Increased privacy for residents
- Consistent with the setback of the surrounding residential neighborhood

Disadvantages:

- Increased yard maintenance
- Slightly higher infrastructure cost (longer sidewalks and utility connections)
- Does not contribute to traffic calming

Housing Setback ±15 Feet from Fairview Avenue

A smaller housing setback would allow for a more engaging street presence, creating a more walkable environment and stronger connection to the public realm. Additionally, by creating the illusion of a narrower roadway, it would contribute to traffic calming. This smaller setback condition represents a departure from the established pattern. This design approach encourages more active interaction between homes and pedestrians, creating opportunities for porches or stoops that contribute to neighborhood vitality and social interaction. The reduced distance between the townhouses and sidewalk can foster a sense of community by making casual encounters between neighbors more likely and creating visual interest along residential streets.



Advantages:

- Creates more intimate streetscape
- Creates the illusion of a tighter corridor and naturally slows traffic
- Reduces yard maintenance

Disadvantages:

- Inconsistent with the setback of the surrounding residential neighborhood
- Limited space for landscaping
- Reduced snow storage space

Enhancing Site Appeal (cont.)

Interpreting History

The Schatz site's rich historical significance emerged as a key theme during public engagement, with the community advocating for the integration of historical recognition and celebration within the revitalization plan.

Historical interpretation can be effectively incorporated into site design through multiple methodologies. These interpretive approaches will serve to honor the site's local history and regional impact while enhancing visitor experience and creating meaningful connections to place.

Methodologies to incorporate history into site design include:

- Statue or monument
- Interpretive Signage
- Preservation of historic structures
- Mural
- Reinvention of on-site elements
- Using salvaged materials
- Interpretive elements integrated into the design

During building renovations, materials stripped from structures can be salvaged rather than discarded. These reclaimed elements offer unique opportunities to incorporate site history into the site redevelopment. Bricks from the manufacturing buildings could enhance public gathering spaces like the commercial plaza patio or create distinctive inlays in crosswalks and sidewalks. Steel framework and windows could be transformed into artistic installations by local artisans. Consider highlighting the existing industrial tower along the Northside Line as a landmark that celebrates the site's industrial heritage. This distinctive structure has the potential to serve as a defining architectural feature and wayfinding element for the redeveloped site.



Interpretive Signage



Using Salvaged Materials



Reinvention of On-Site Elements



Interpretive Elements Integrated into Design

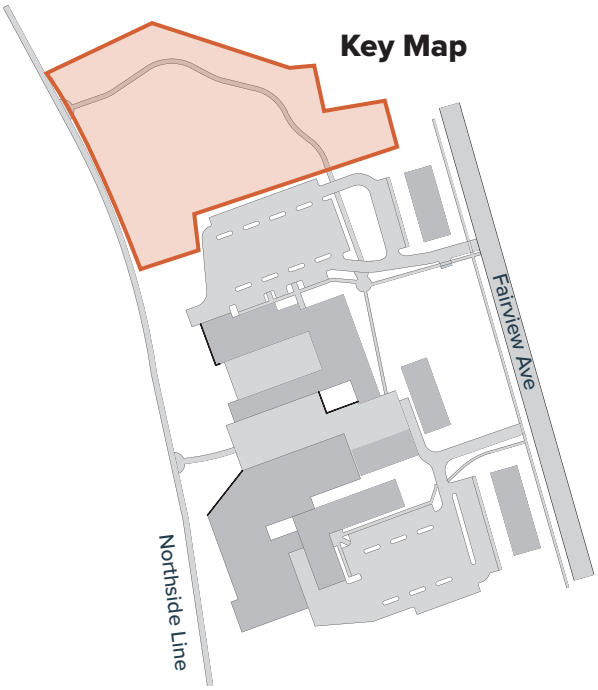


^ Industrial tower and buildings along the Northside Line present the opportunity to embrace the history of the Schatz site.

Enhancing Site Appeal (cont.)

Public Spaces

Community feedback was collected at public events, meetings, and through online surveys to understand what amenities are desired in the open and plaza spaces on the Schatz site.



Open Space Amenities

The concept plan envisions public open space is concentrated at the northern end of the Schatz site and connects directly to the Northside Line. Greenspace and recreation space ranked among the most desired amenities for the site's open space among the community. The public also noted that pollinator gardens were desired on site and could be incorporated along sidewalks and at central nodes on the master plan. Public amenities desired by the community include:

- Community garden
- Fitness / Sports court
- Playground
- Open Lawn
- Outdoor entertainment space
- Dog park
- Walking paths
- Benches
- Lighting

Master Plan Enlargement



Legend

1. Northside Line Connection
2. Open Space
3. Community Garden
4. Dog Park
5. Playground
6. Fitness/Sports Courts

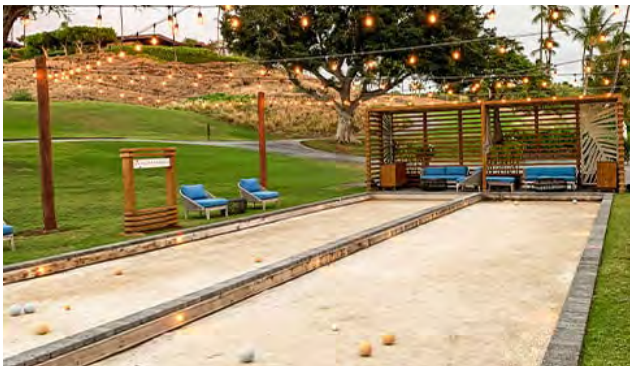
Representative Imagery



Community garden



Dog park



Sport court



Walking Path



Playground



Bench



Outdoor entertainment space



Open lawn

Enhancing Site Appeal (cont.)

Public Spaces

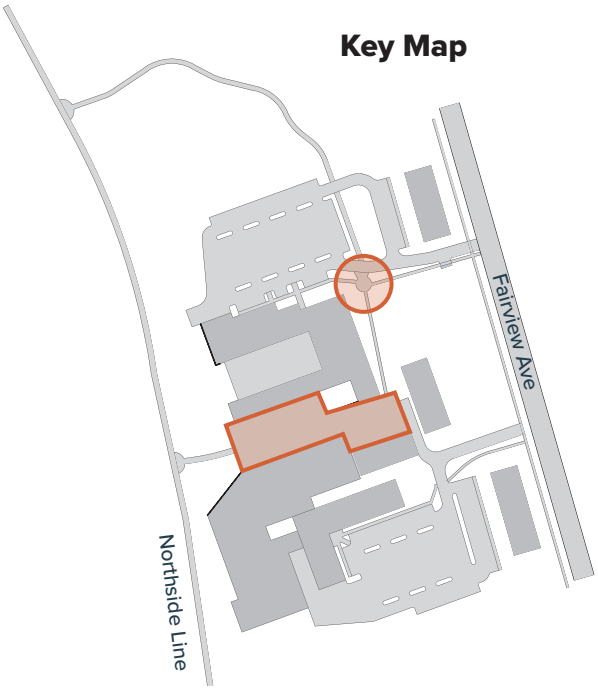
Plaza Space Amenities

A central node between the open and plaza spaces serves as an orientation point upon arrival. This welcoming area features shade trees, seating, and comprehensive signage that provides both information about available amenities and wayfinding guidance throughout the site.

The public commercial plaza between the existing buildings connects directly to the Northside Line, maximizing both access and visibility. Lighting design illuminates the space, creating an inviting atmosphere for evening shopping, activities, and events. The plaza features flexible programming spaces to accommodate food trucks, festivals, and various community gatherings. Public amenities desired by the community include:

- Bike racks, bike share, bike repair station
- Shade trees
- Outdoor seating
- Outdoor dining
- Flexible programming space
- Public art
- Interpretive and wayfinding signage
- Lighting

Key Map



Master Plan Enlargement



Legend

1. Central Arrival Node
2. Public Commercial Access
3. Commercial Plaza
4. Courtyard



^ Conceptual rendering of the commercial plaza provided by Kearney Realty & Development

Enhancing Site Appeal (cont.)

Materials & Furnishings

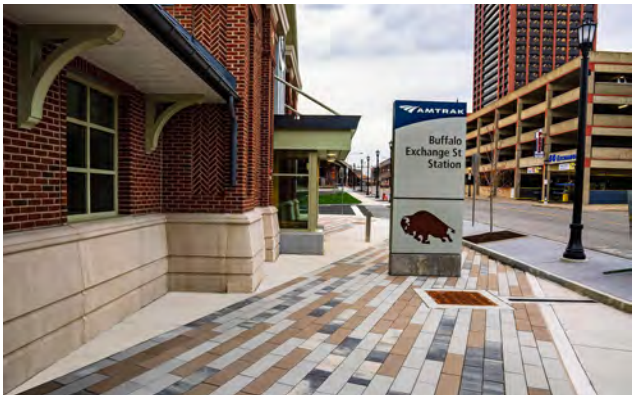
Materials and Furnishings play vital roles in creating a sense of place and encouraging the use of public space. When thoughtfully executed, material selections can help brand and promote destinations. Given the rich history of the Schatz Manufacturing Company and the vital role it played in the community, there is tremendous opportunity to create a sense of place that draws on the site history and meaningfully resonates with the community.

The following types of materials and furnishings are recommended for the site:

Pavers and Paving Patterns: Incorporating different colors, textures, and scales into pavement design can add to a site's appeal, help direct pedestrian traffic, and even visually invoke a site's history. Creating paving patterns that draw on the City's historic dependence on the Hudson River and the railroad for its economic success could be a useful strategy in organizing the site's public and private spaces.

Site Furnishings: Public seating can help activate public spaces by creating more inviting and comfortable environments. Seating options encourage visitors to linger rather than simply pass through, increasing dwell time in the area. This extended presence not only fosters social interaction and community building but also translates directly into enhanced economic opportunities for nearby businesses. When people have comfortable places to sit, rest, and engage, they're more likely to patronize local establishments, resulting in a more vibrant and economically sustainable public realm.

Bicycle Amenities: With its proximity to the Walkway over the Hudson and the Dutchess County Rail Trail, the site has the potential to be a popular destination for cyclists and pedestrians alike. Incorporating bicycle amenities such as bike parking and a repair station could increase its appeal to nearby employees, residents, and trail users. Bike racks and a bike repair station are recommended for the trailheads with additional bike parking areas recommended for both residents and businesses.



A bold mix of natural-toned pavers in Buffalo, NY, celebrates the site's historic context while drawing people in. (Photo: Unilock)



Seating compels people to stay longer. (Photo: Landscape Forms)



Bike parking and a bike repair station would promote the site as a destination for cyclists and trail users. (Photo: Detroit Greenways Coalition)

Lighting: Decorative lighting can play a lead role in creating a sense of place that is vibrant, welcoming, and safe. Using similar gooseneck lighting with banners throughout the site would anchor it in the surrounding context. Introducing more iconic lighting in key locations could invoke the site's history of manufacturing and using centenary lighting in commercial and residential use areas would make those spaces more festive and alluring.

Signage: Project signage and interpretive signage that celebrates the history of the site could play an important role in the branding and sense of place. Using forms and materials that relate to the site furnishings will add to the site's cohesion and appeal.

Public Art: Public art can significantly add to the uniqueness and appeal of a destination. Incorporating public art that celebrates and interprets aspects of the site's history could help draw visitors to the site. Art installations that explore the strong geometric forms and relationships found within mechanical bearings could be a central theme.

Planters: Planters are colorful and effective tools for enhancing pedestrian areas and organizing public space. Businesses should be encouraged to use planters as a way to brand themselves and define individual outdoor dining areas. When strategically placed, these versatile elements not only add aesthetic value through seasonal flowers and greenery, but also serve as natural barriers that create a sense of intimacy significantly improving the pedestrian experience while requiring minimal maintenance compared to other streetscape improvements.

Landscaping: Landscaping offers significant value by enhancing outdoor spaces and promoting pedestrian use. Landscape areas should enhance the site as a destination and community asset, reinforce the site's branding, provide multi-season interest, support and reinforce the overall organization of the site, provide needed shade, and play lead role in stormwater management.



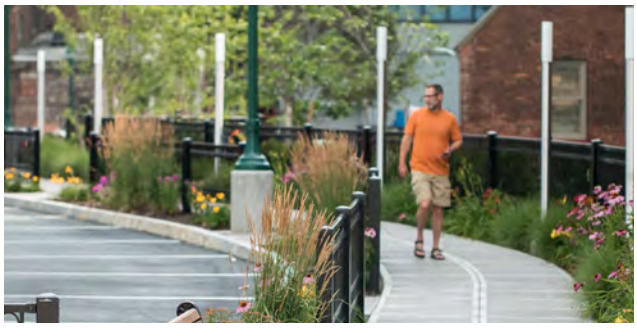
Iconic lights reminiscent of the smokestacks that once powered Schatz manufacturing could be featured as a way of retelling the site's story (Photo: Streetlife)



Public art could playfully celebrate the history of manufacturing ball bearings on the site. (Photo: Alan English CPA / flickr)



Planters are effective spacemaking tools (Photo: Tournesol Siteworks)



Pollinator plants, beacon lights, and benches connect visitors to the local business hub. (Photo: Jennifer Wilkerson)

4 Implementation

87
Potential Funding Sources

91
Immediate Next Steps

Potential Funding Sources

The table below describes potential funding sources for the implementation of the Schatz BOA Plan, including state and federal grant programs and tax credits.

Eligible / Relevant Activities	Funding Source + Description	Award
Grant Programs		
Brownfield Opportunity Area (BOA) Program, Pre-Development Grants // NYS Department of State (NYS DOS)		
Neighborhood-scale planning, inventory and analysis, market research, master plan development, public engagement, and pre-development activities (e.g., design, feasibility studies), and Phase II Environmental Site Assessments. **This could be applied to the design of the dog park, public gathering spaces, Phase II ESA of the site, or other public spaces in the Master Plan.**	Provides communities with guidance, expertise, and financial assistance to develop revitalization strategies for neighborhoods or areas affected by brownfields or economic distress	Varies, up to 90% of total eligible project costs
Brownfield Cleanup Program // U.S. Environmental Protection Agency (EPA)		
Entities under local government may apply. Applicants must own the site for which it is requesting funding. Grants cover cleanup activities as well as direct costs associated with programmatic management of the grant, such as required performance reporting, cleanup oversight, and environmental monitoring of cleanup work. **This could be applied to environmental site cleanup.**	Provides funding for eligible entities, including local governments, to carry out cleanup activities at brownfield sites. Applicants must demonstrate that the proposed site(s) has been sufficiently characterized for the cleanup to begin and a Phase II ESA must be underway or completed prior to application submission	Applicants may request up to $500,00 and in limited instances up to $2,000,000; a local match of 20% of the total project cost is required
Economic Development Fund (EDF) // NYS Empire State Development (NYS ESD)		
Real estate acquisition, demolition, construction, renovations, site and infrastructure, machinery and equipment, inventory, construction-related planning and design, soft costs, training. **The developer could use for the adaptive reuse of the factory buildings on site.**	A flexible funding source designed to provide a range of assistance to ensure the state is meeting the diversity of business needs	Varies, all applications coordinated through regional office

Eligible / Relevant Activities	Funding Source + Description	Award
Grant Programs		
Green Innovation Grant Program (GIGP) // NYS Environmental Facilities Corporation (NYS EFC)		
Stormwater street trees, rain gardens, bioretention, permeable pavements, green roofs. **This could be applied to the pollinator gardens and tree canopy.**	Funds support projects that utilize unique stormwater infrastructure design and create cutting-edge green technologies.	Varies, local match between 10% and 60% we
HOME Program // U.S. Department of Housing and Urban Development, NYS Homes & Community Renewal (NYS HCR)		
Housing rehabilitation, assistance to renters and home-buyers, new construction of housing for low and very-low income families. **This could be applied to the development of townhomes or apartments on site.**	Funds may be used to implement local housing strategies designed to increase homeownership and affordable housing opportunities for low and very-low income households	Housing rehabilitation, assistance to renters and home-buyers, new construction of housing for low and very-low income families
Statewide Transportation Improvement Program // Federal Highway Administration, NYS Department of Transportation (DOT), regional transportation council		
Priority projects are identified in partnership with the NYS DOT and the Dutchess County Transportation Council and align with the four-year Federal Fiscal Year. **This could be applied to Fairview Avenue improvements.**	Provides funding for highway, transit, and non-motorized transportation projects	Varies, local match required
Restore NY // NYS Empire State Development (NYS ESD)		
Must be initiated by municipalities and priority is given to projects in Empire Zones and Brownfield Opportunity Areas, as well as to projects that leverage other state or federal redevelopment, remediation, or planning programs. **This could be applied to the adaptive reuse of the factory buildings.**	Provides financial assistance to municipalities for the revitalization of commercial and residential properties. The program encourages community development and growth through the elimination and redevelopment of blighted structures	Varies, local match at least 10%

Potential Funding Sources (cont.)

Eligible / Relevant Activities	Funding Source + Description	Award
Tax Credits		
Brownfield Redevelopment Tax Credit // NYS Department of Environmental Conservation (NYS DEC)		
A qualified site must be accepted into the NYS DEC Brownfield Cleanup Program	Incentivizes private sector cleanup and redevelopment of brownfields in order to revitalize communities	For a non-manufacturing use, up to $35M or three times the cost of site preparation; for a manufacturing use, up to $45M or six times the cost of site preparation
Low Income Housing Tax Credit (LIHTC) // NYS Homes & Community Renewal (NYS HCR)		
New construction or adaptive reuse of non-residential property to affordable housing, or substantial rehabilitation of site-specific multifamily rental housing	Provides a dollar-for-dollar reduction in state income taxes to investors in qualified low-income housing	Varies by project - To be determined
New York State Historic Preservation Tax Credit for Income Producing Properties // NYS Parks, Recreation, and Historic Preservation (NYS OPRHP)		
The property must: generate income, be located in an eligible census tract, have all work pre-approved by the Division of Historic Preservation, and meet specific rehabilitation preservation standards established by the New York State Office of Parks, Recreation and Historic Preservation Program (NYS OPRHP)	Offers owners of historic, income-producing buildings listed on the National Register of Historic Places an additional tax credit of 20-30% of qualified rehabilitation expenditures (up to $5 million per structure) when used in conjunction with the federal 20% rehabilitation tax credit	Owners can receive an additional state credit of 20% or 30% of the qualified rehabilitation expenditure (QRE) up to $5,000,000

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Immediate Next Steps

The Kearney Realty & Development team intends to execute the complete revitalization of the Schatz BOA site as a single-phase project. All associated estimated costs and related financial are at the sole discretion of the development team.

Zoning Approval

The Kearney Realty & Development team must complete the zoning approval process with the Town of Poughkeepsie Planing Board for the re-zoning of the two town parcels in the Schatz BOA to accommodate residential and mixed-use development which would support the redevelopment and adaptive reuse at the site.

Site Plan Approval

The Kearney Realty & Development team must complete a comprehensive site plan approval process with the Town of Poughkeepsie Planning Board, addressing all zoning requirements, environmental considerations, and design standards.

Property Transfer

Once acquired, Dutchess County will transfer the property to Kearney Realty & Development Group. Following this transfer, the team can pursue additional site assessment and grant funding opportunities.

Apply for Assistance

The Kearney Realty & Development team should actively pursue available grants and diverse funding opportunities to support the comprehensive adaptive reuse of the historic industrial buildings and other improvements on the Schatz BOA Study Area.

Further Property Evaluation

A more robust environmental assessment of the entire Schatz site should be performed to better understand the extent of environmental challenges on the site. Specific recommendations for each parcel are outlined below.

Brownfield 1: Fairview Ave Further property evaluation to delineate the nature and extent of subsurface and groundwater impacts. Removal and/or remediation of impacted soil and groundwater is recommended. Miscellaneous items and other regulated materials on the property should be removed prior to remediation or further evaluation of the subsurface.

Brownfield 2: 60 Fairview Ave Further property evaluation to verify the presence of orphan tanks and assess the nature and extent of subsurface and groundwater impacts. Removal and/or remediation of orphan tanks, impacted soil and/or groundwater should be completed. Miscellaneous items and regulated materials on the property should be removed before evaluation of subsurface conditions. Masonry, wood, and other materials located within site buildings that may contain PCBs and/or regulated building materials will require assessment and mitigation as part of planned redevelopment efforts.

Brownfield 3: 68-70 Fairview Ave Further property evaluation to determine the presence of orphan tanks and the nature and extent of subsurface and groundwater impacts. Complete removal and/or remediation of orphan tanks and impacted soil and/or groundwater. Remove miscellaneous items and regulated materials on the property before the subsurface evaluation. Masonry, wood, and other materials located within site buildings that may contain PCBs and/or RMBs require assessment and mitigation as part of planned redevelopment efforts.





Schatz BOA

Nomination Study